



Tourer models are characterized by folding windcreens, fine leather upholstery, and side curtains which may be left in an upright position, with hood down, to serve as windbreaks. Curtain compartments are located directly back of the rear seat backs.

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 18.2 1/2d.

GOOD NEWS.

Tennis Players will be pleased to learn that in consequence of the RISE IN SILVER—

DUNLOP TENNIS BALLS
cost only \$12.00 per dozen.

Obtainable from all
Sports Dealers.

No. 27,940

HONG KONG, THURSDAY, OCTOBER 29, 1931.

PRICE \$3.00 Per Month.

DECISIVE VICTORY FOR NATIONALS

DEMOCRACY HAS FULLY JUSTIFIED ITSELF

NATIONAL NOT PARTY WIN

WORKERS HAVE PUT THEIR FAITH IN US, WE MUST NOT FAIL THEM.

Rugby, Yesterday.

The National Government has gained an electoral victory of unprecedented completeness. A great majority of the results have now been declared, and it is apparent that when the new Parliament meets, Government will have the support of approximately 560 members out of 615.

The Prime Minister will probably see the King to-morrow before meeting the old Cabinet. He is expected also to consult with Mr. Baldwin and Sir Herbert Samuel. Reconstruction of the Cabinet will not be limited to ten members as in the case of the Cabinet formed for the emergency in August. Parliament meets next Tuesday and after formal preliminaries will be opened by the King on November 10.—British Wireless Service.

London, Yesterday.

The tale of Conservative solidity as told by returns in London divisions, like St. Pancras and Wandsworth; in the Borough of Leyton; in industrial centres, like Hull, Sunderland, Wednesbury and Salop; and by the sweep in Lancashire, whose eighteen divisions have returned five more Conservatives and seven less Labourites, applies equally to the Counties of Cheshire, Devonshire, Dorset, Essex, Hampshire, Hertford, Kent, Somerset, Warwickshire, Wiltshire, Worcestershire and Middlesex, all of which voted solidly for the Government.

The Welsh Boroughs and counties retain their Liberal tastes; but the most surprising feature is the turnover of Glasgow's 16 seats previously held; 10 Labour and 5 Conservative, now 10 Conservative, 4 Labour and 1 Independent.

Incidentally, the Conservative Party's record is unique of any big Party history, not losing a single seat, while Labour does not rejoice in a single gain.—Reuter.

Premier's Message.

Rugby, Yesterday.
The Premier has issued the following message to the Nation:—

"The majority is as unique as it is gratifying and must convince the whole world that when Britain calls for assistance willing hands and devoted minds will always respond heartily. The very emphasis of the response is embarrassing, but I appeal for forbearance as well as confidence."

FINE TO CLOUDY.

The Royal Observatory's report issued to-day says:—
A moderate anticyclone remains stationary over the Lower Yangtze Valley.
Local Forecast: N. E. winds, moderate to fresh; fine to cloudy.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day nil. Total since January 1—74.87 inches against an average of 80.36 inches—deficit 5.49 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—
Hong Kong 63
Pratas Island 72
Fochow 64
Amoy 68
Chefoo 47
Shanghai 40
Manila 76

RESCUED JAPANESE SAILORS.

From Motor Vessel
Chihinsho Maru.

NOW HERE.

According to Police reports to-day, a party of eight Japanese shipwrecked mariners, were sent to the Harbour authorities yesterday. It appears they are members of the crew of a Japanese motor-vessel the Chihinsho Maru, which foundered on the high seas on October 17. The men were rescued by the master of a fishing junk and brought to Cheung Chau Island, from where they were conveyed to Hong Kong. It appears that no report of the loss of this vessel was made at the Harbour Office during the past few days. The junk master, in a report to the Police, did not state in what vicinity of the high seas the ship foundered.

conditional, but had been given them as members of the National Government to be used for a generally agreed purpose, not for the purposes of anyone Party.

Electors Duped, Says
Henderson.

Mr. Arthur Henderson in a statement said the Tory Party's manoeuvre had succeeded far beyond its leaders' most optimistic expectations. The electors had been duped on a grand scale by the cry: "It's Your Money They Want."—Reuter.

Lansbury as Opposition Leader.

Rugby, Yesterday.

It is thought likely that Mr. George Lansbury will lead the Labour Party in the new Parliament.

Analysis of Returns.

An analysis of the returns shows that an exceptionally high percentage of the electorate voted, and that the completeness of the victory was accounted for, not only by combination in many constituencies of Conservative and Liberal votes, but by a heavy diminution in the Labour vote.

Cabinet Ministers in the National Government were all returned, and the only member of the National Government to be defeated was Mr. E. D. Simon, Parliamentary Secretary to the Ministry of Health, who stood as a National Liberal.

Women Members.

There will be at least a dozen women members of the new Parliament of whom eight will be newcomers. None of the former women labour members were returned, but Lady Astor and the Duchess of Atholl are both back.

Over fifty candidates forfeited deposits of £150 paid on nomination through failure to obtain one-eighth of the votes polled. In practically every case these were either Communists or members of Sir Oswald Mosley's new party.

Largest and Smallest Polls.

Polls gave an exceptional number of large majorities; the biggest was 51,000 for Sir Chifflie Lister, President of the Board of Trade, at Hendon; and the smallest was at Ilkeston, where the National Labour Member was elected by two votes, after five recounts.—British Wireless Service.

Returns Outstanding.

London, Yesterday.
Returns from Fermanagh and Tyrone are expected to-night; from Inverness on Thursday; Inverness (Western Isles) on Friday; and the London University on Saturday.

British Mentality Inscrutable.

Riga, Yesterday.
The results of the British Election have staggered Moscow, and the Conservative landslide has caused anxiety as regards Anglo-Soviet relations.

British mentality is inscrutable, is the official verdict; and reports from agitators in England are unreliable.—Reuter.

PROMISSORY NOTE FOR GODDESS.

Strange Case Before
High Court.

Bombay, Sept. 28.

Chimanlal Becharadas had for years yearned for a son. A man of the same caste, Sankalchand, had his own goddess, who he told Becharadas would, if properly propitiated, grant him a son.

The first ceremony required that ornaments and money should be placed before the goddess; but Becharadas's wife languished and finally died.

Becharadas visited Sankalchand and demanded the return of his money and ornaments. After returning them Sankalchand fell down in a trance before the goddess, and, purporting to speak in her name, threatened ruin to Becharadas unless he immediately made a gift of Rs. 4,600. Becharadas, not having so much money, signed a promissory note, which apparently satisfied the goddess.

The next scene was in the Bombay High Court, where Sankalchand sued Becharadas for the money due on the promissory note.

After hearing the evidence Mr. Justice Baker and Mr. Justice Nanavati decided that there was no consideration and that Sankalchand could not recover the money.

BRITAIN'S SMARTEST CARS COMPETE.

Eastbourne's "Concours
D'Elegance."

A record entry of 285 of the smartest cars in the country competed in the Concours D'Elegance which concluded at Eastbourne on September 9.

Among the judges were the Earl of March, Earl Howe, Sir Malcolm Campbell, and Sir Alan Cobham.

Lady (Malcolm) Campbell was a notable entrant and prizewinner. Another very well-known exhibitor was Mrs. Churchill Wylie, of Earl's Court, who was second in the owner-driven class with a car which she had driven over 94,500 miles. She was beaten for first prize by another woman, Mrs. Mather, of Tunbridge Wells, with a car which she had driven 80,000 miles.

The most distinctive car in the show was judged to be owned by Mr. R. G. Edwards. Mr. R. Beaumont Thomas, of the Junior Car Club, came second.

The first of the veterans was a Benz of 1896 entered by Capt. Colver.

INDIA'S PROBLEM.

Sir Harcourt Butler's authority to speak on the Indian situation will not be questioned. It is forty years since, as a Civil Servant, he first went to India and laid the foundations of a career of distinction as one of his Majesty's administrators.

The main conclusions formed by Sir Harcourt in that period of wide and special experience of Indian people and conditions, concisely embodied in his little volume, (India Insistent) make it an invaluable handbook alike for those whose knowledge of Indian affairs is apt to be sketchy and for those who are unable to devote the necessary time to a detailed study of such documents as the Simon Report.

The book is neither didactic nor partisan. It is an eminently readable and careful attempt to set down in simple, sober language those problems of India which Britain and India are trying to solve, and to convey to the honest inquirer a picture of India as she really is.

"India Insistent" may be a somewhat misleading title. Sir Harcourt's India is by no means a unit.

REGULAR WAVE OF BUYING.

Substantial Advances
in Rates.

DEMAND FOR CASH.

The official summary issued by the Stock Exchange to-day states:—

The demand noted in yesterday's report developed this morning into a regular wave of buying. Consequently rates advanced substantially, in spite of which buying is far from being satisfied. It is also to be noted that by far the bulk of the demand is for cash, an eminently satisfactory state of affairs.

Banks were in demand at \$1.610. China Underwriters were wanted at the advanced rate of \$5.35.

Douglases were in the market at \$24.

Kailan Minings changed hands at 28 1/2.

Wharves were in request at \$154. Providents (old) were wanted at \$5.35, and the new shares at \$2.40.

Hotels (old), after being done at \$15.45, closed in firm demand at \$15.65, with sellers seeking \$16.

The new shares, were wanted at \$15.15.

Lands, which were done at \$84, closed in demand at this rate with sellers asking \$84 1/2.

Humphreys (old) were wanted at \$18 1/2, and the new shares at \$18 1/4.

Realities, which were done at \$12.80, closed in demand at \$13.

Ewos changed hands at \$16.40, closing at this quotation and sellers offering at \$16 1/2.

Trams were wanted at \$22 1/2. Star Ferries were in demand at \$19 1/2.

China Lights, after being dealt in at \$29, had buyers at the close at \$28 1/2 with sellers seeking \$29 1/2.

Electricity were in demand at \$77. Telephones (part paid) were the medium of sales at \$29 1/2.

Cements (combined) were put through at \$19.95 and \$20 1/2, at the close had buyers bidding \$20.10.

Ropes were in demand at \$17 1/2. Dairy Farms were wanted at \$30.

Watsons were done at \$15 1/2, at which they closed in demand.

Lane, Crawfords (old) were wanted at \$6 1/2, and also the new shares at \$6 1/2.

Constructions (old) were wanted at \$5.20 and the new shares at \$1.30.

UNIQUE HOLIDAY TRIP.

Horsforth (Yorks), Sept. 7.

Two Horsforth men who were due to start to-day on an extraordinary holiday adventure, the result of a wager, have delayed their departure in order to avoid publicity. Widespread interest was aroused when the terms of the wager became known.

The two men are Mr. J. B. Lee and Mr. Harry Mason and a mutual friend, Mr. A. R. Facer, is the other party to the wager. Mr. Facer has challenged his friends to spend two weeks on the south-east coast without money or equipment. They are to have only a razor, ten cigarettes, and a blanket between them. They must not, under the terms of the wager, enter a workhouse, but they may accept such casual employment as may be offered. If, at the end of the time, they have enough money to pay their fares back to Horsforth, the amount of the wager will be doubled.

"We are certainly going to undertake the trip," Mr. Mason told a reporter to-day, "but I am not at liberty to give the date of our leaving."

ed India clamouring for separation from the Motherland. Few books on the subject, indeed, provide so much food for thought as this one does on the part of those who would have Britain settle her difficulties by evading her obvious responsibilities.

LATEST POLLING RESULTS

London Boroughs.

STEPNEY.

Whitechapel and St. George's.
Fanner (Lib.) 11,013
Hall (Labour) 9,864
Pollitt (Communist) 2,658
"Kid" Lewis (New Party) 154

Lib. Majority 1,149

Liberal Gain.

Last election:—
Gosling (Lab.) 13,701
Sedgwick (Lib.) 4,521
Guinness (Con.) 3,478

Majority 9,180

English Boroughs.

Brighton (Two Seats).

Com. Sir A. Cooper-Rawson (Con.) 75,205
Major G. C. Tryon (Con.) 74,993
Mrs. Rosalind Moore (Lab.) 12,878
Cohen (Lab.) 12,952

Combined Con. Majority over combined Lab. 124,368

No change.

Last election:—
Cooper-Rawson (Con.) 46,515
Tryon (Con.) 46,287
Cheshine (Lab.) 19,494
McLaine (Lab.) 18,770
Dallow (Lib.) 14,770
Brudenell Bruce (Lib.) 13,816

Majority 7,634

KINGSTON-UPON-HULL CENTRAL.

Baston (Con.) 19,773
Lieut.-Com. J. M. Kenworthy (Lab.) 16,113

Con. Majority 3,660

Conservative gain.

Last election:—
Kenworthy (Lab.) 18,815
Kimball (Con.) 11,181
Doran (Lib.) 4,802

Majority 7,634

BROMLEY.

E. T. Campbell (Con.) 47,077
Gillis (Lab.) 9,165

Con. Majority 9,265

No change.

Last election:—
James (Con.) 25,449
Fordham (Lib.) 18,372
Ashworth (Lab.) 10,105

Con. Majority 7,077

EAST HAM (NORTH).

Lt. Col. Mayhew (Con.) 22,730
Miss Susan Lawrence (Lab.) 11,769

Con. Majority 10,961

Conservative gain.

Last election:—
Miss Lawrence (Lab.) 13,969
Lees-Jones (Con.) 11,805
Evans (Lib.) 7,459

Lab. Majority 2,164

English Counties.

DURHAM.

Seaham.

R. A. Macdonald (Nat. Lab.) 28,978
Coxon (Lab.) 23,027
Lumley (Com.) 677

Nat. Lab. Majority 5,951

No Change.

Last election:—
Macdonald (Lab.) 35,615
Fearnley - Whittingstall (Con.) 6,821
Haslam (Lib.) 5,266
Pollitt (Com.) 1,431

Lab. Majority 28,794

Bishop Auckland.

A. C. Curry (Lib.) 17,551
H. Dalton (Lab.) 16,796

Lib. Majority 756

Liberal Gain.
Last Election:—
Dalton (Lab.) 17,838
Curry (Lib.) 9,835
Thompson (Con.) 4,503

Majority 8,203

ESSEX.

Harwich.

P. J. Pybus (Lib.) 26,818
McKeng (Lab.) 4,292

Lib. Majority 22,589

No Change.

Last election:—
Pybus (Lib.) 16,309
Mayhew (Con.) 3,609
Elliott (Ind.) 649

Lib. Majority 2,700

NORTHAMPTON.

Peterborough.

Lord Burghley (Con.) 26,640
J. F. Horrabin (Lab.) 14,206

Con. Majority 12,434

Conservative Gain.

Last election:—
Horrabin (Lab.) 14,743
Horrabin (Con.) 14,218
Hill (Lib.) 8,704

Lab. Majority 525

STAFFORDSHIRE.

Stafford.

Major W. G. A. Ormsby-Gore (Con.) 18,467
Len Smith (Lab.) 8,640

Con. Majority 9,827

No Change.

Last election:—
Ormsby-Gore 12,324
Smith (Lab.) 10,011
Leyland (Lib.) 5,000

Con. Majority 2,313

(Continued on Page 5.)

State of the Parties.

Second Day, 12.45 p.m.

Conservatives 245
National Liberal 7
Liberal 37
Opposition Labour 32
Independent 1

Gains—Conservatives 110.
Losses—Labour 128.
1.30 p.m.

Conservatives 284
National Liberals 8
Simon Liberals 15
Other Liberals 24
Opposition Labour 24
Independent 1

Gains—Conservatives (net) 124;
National Liberals (net) 8; Liberals (net) 11.
Losses—Labour (net) 140; Independents (net) 1.
2.30 p.m.

Nationals 400
Conservatives 340
National Liberals 11
Simon Liberals 22
Other Liberals 29
Opposition Labour 29
Independent 1

Gains—Government (net) 259.
Losses—Labour (net) 159.
4.15 p.m.

Conservatives 447
National Labour 12
Liberals 63
Labour (Opposition) 48
Independent 2

Gains—Conservatives 459
National Labour 14
Liberals (Simonites) 24
Labour (Opposition) 48
Independent 3

Net gains—Conservatives 205;
National Labour 18; Liberals 18.
Net losses—Labour 231.
Parliament Now Stands.

For Government 555
Against Government 50
Independent 8
Conservative gains 208
Labour losses 235

MOTORISTS THIS IS YOUR PAGE

WILLYS SIX AGAIN.

Wins Thrilling Pikes Peak Race.

Flushing over the historic Pikes Peak route from Crystal Creek Canyon to the towering granite heights of Pikes Peak, a strictly stock Willys Six Roadster, again has captured the annual mountain climb. This famous race, known as the world's greatest hill climbing classic, made history for the Willys Six repeated its performance of last year and won first and second places in the stock car race, the first time any make of car has finished one, two, in consecutive years.

In this terrific grind, which is a gruelling test of a car's inbuilt stamina, durability, quality, safety and flashing power, the Willys Six made the thrilling 12.1/3 mile dash up the steep sides of the mountain with its 203 curves, in the remarkable time of 25 minutes, nine and one-half seconds. The race was under supervision of the A.A.A. and adds another record to the long list already held by this popular low priced six.

Thousands of spectators lined the dangerous snake-like course to witness this thirteenth renewal of the famous race, which imposes the most strenuous demand on car and engine. The fact that the cars are constantly climbing from the moment they leave the starting point at Crystal Creek Canyon, on up above the timber line, and the ever-changing altitude, test to the fullest extent the efficiency of steady power develop-

ment and brings reward to a car soundly engineered and defeat for one less perfect.

As the Willys Six speeded across the starting line with its goal more than twelve miles away and 14,109 feet above sea level, the weather was warm but in the higher altitudes the temperature was materially lower. On across the "flats" the powerful six raced and began the steady climb toward Glen Cove, the "half-way house."

In spite of the steady climb the Willys Six gave out that tremendous and steady flow of power that carried it up the mountain side and safely negotiated the dangerous hair-pin curves. Sweeping around one curve after another with no lessening of speed, the Willys Six flashed past the crowd that lined a splendid vantage point four miles from the finish. The pilot, Wilbur Shepherd, swept his car into the serpentine switch-backs, his sturdy brakes affording ample safety as he made the turns.

On through the last few miles at an altitude of more than 14,000 feet above sea level, the six-cylinder engine continued to pour out the necessary power to bring it across the finish line in first place on the summit of Pikes Peak.

By virtue of this victory the famous Penrose Trophy remains in the possession of Willys-Overland for another year.

All operating pedals, including the accelerator, of the new Oldsmobile are rubber covered to prevent the driver's feet slipping.

USED CARS.

Knight Engine Efficient.

A distinct tribute to the long life of cars employing the Knight sleeve-valve engine comes as the result of a survey of the used-car market. Not alone does this survey reveal that the Knight sleeve-valve engine is in great demand in the used car market but also that these cars command the highest prices. The consensus of managers selling all types of cars is that the motor buying public is definitely conscious of the long life and efficiency of this type of power plant.

Many used car dealers, the survey shows, are reluctant to accept motor cars that show a mileage of 25,000 miles or over, yet in the case of cars with a Knight sleeve-valve engine this objection is not a factor since it is nothing out of the ordinary for a car with such an engine to travel well over the 100,000 mile mark and still be in fine condition. Used car dealers appreciate that with the average car taken in on trade with a mileage of from 25,000 to 30,000 miles, many details of costly repair work are necessary to again place it in condition for sale.

However, with a car equipped with a Knight sleeve-valve engine, such as is used in all Willys-Knight sixes, there is usually little or no repair work necessary, regardless of the number of miles it has travelled other than the usual tightening of bolts and perhaps a repaint job. (Continued at foot of next column.)

OPEN ROAD.

How Motorists First Beat Police Traps.

This is the story of the battle of the open road.

And this is how it began. A small body of devotees of the "Sport" of motoring, who had plodded to Brighton on Emancipation Day, 1898—when cars were first allowed along the roads without a man with a red flag in front of them—sat down. Before them was a letter that had appeared in a newspaper following the concentrated trapping of motorists driving above the limit of 20 m.p.h.

And then things happened. Newspaper boys who dashed on their bicycles to White Chapel with the racing editions of evening newspapers were given 10 shillings to patrol the Brighton Road—only—for the week-end, warning unhappy motorists.

The battle had started; and so had the formation of the Automobile Association, concerning whose activities over 25 years Mr. Stenson Cooke has written a delightful book "This Morning," which is published by Cassell to-day.

Mr. Cooke has some good stories to tell. With a few patrols on the road, £74 in the bank and 14 members, including a peeress, the Association was faced with a letter from a member who said that, tired of the Brighton Road, he had spent his week-end on the Portsmouth Road—and had been caught for speeding.

Portsmouth Road was patrolled within a week.

Paying the Reckoning. The motoring trade entered into the fun, providing a car for patrol inspection purposes. But the police were not slow.

One morning they caught a member, who subsequently defended his case by including among his witnesses an A.A. patrol who had been cycling up the hill—the stretch timed—behind his car. But he lost his case, and soon afterwards the patrol was arrested while on duty and accused of perjury.

The A.A. fought the case successfully. Then came the reckoning. The costs, nearly £100, had to be found. So a dinner was given, and the money was collected.

Road after road was now opened up for motorists who were members of the association. A badge was the next step, so that scouts could recognise members' cars.

When police attention became too great, and fines were multiplied at an alarming rate, some one thought of persuading barbers to exhibit a species of barber's pole. When the pole was in the normal position the motorist perceiving it stopped. Officially he was buying a sparking plug; unofficially he was receiving a warning of a speed trap ahead.

If the pole was hanging to the ground he did not stop, assured of a clear road.

But the police authorities were not to be beaten. Warning of motorists was held to be obstruction of a constable on duty.

The reply of the patrol scouts to that was to abstain from saluting, and the motorist stopped to know the reason. He received not a reason, but a warning.—Evening Standard.

More than 1,000,000 revolutions are made by an Oldsmobile crankshaft in five hours of high speed driving. Large main bearings and a full pressure lubricating system make speedy drives possible without injury to the motor.

The survey also revealed that numerous large used car operators attempt to stock up as many of the Willys-Knight cars as possible and state that regardless of the number they may obtain, the stock is rapidly depleted.

MORRIS COWLEY.

In An Entirely New Guise.

The Morris programme is always awaited with interest, not only by the car-purchasing public, but also by the man in the street.

For 1931-32 the story to be unfolded is, without doubt, the most interesting and progressive that has emanated from the factories controlled by Sir William Morris, Bt.

It does not reveal, as most people had anticipated, startling price reductions, but, on the other hand, the new Morris models represent the best value for money so far offered by this world-famous concern.

Sir William and his co-directors have, after much deliberation, arrived at the conclusion that the price of motor-cars to-day has reached so low a level that there is nothing to be gained from the purchaser's or manufacturer's point of view in further reductions. Consequently, in formulating the 1931-32 programme it has been the aim of Morris Motors, Ltd., to give the public something outstanding in car values with quality as the main objective. Such faith have they in the new models that the one-year guarantee has been extended to two years.

Two New Models. The programme comprises 21 models and six chassis with engines carrying a Treasury tax ranging from £8 to £18. There are three four-cylinder cars, Minor, Eight and Cowley, with three-speed gearboxes, and three "sixes," Major, Oxford and Isis, were four-speed "silent third" gear-boxes.

The new models are the Morris Major and the Eight, although all the other chassis have been subjected to very considerable improvement, both in mechanical and bodywork design. The Major has a six-cylinder side-valve engine rated at 13.9 h.p., and the specification includes a four-speed gearbox with "silent third," Lockheed hydraulic brakes, air-cleaner, heater and fume—consumer head, automatic chromium-plated radiator shutters, downswep frame and a wide track. This chassis is being offered with five distinctive body styles, ranging from a five-seater tourer to an ultra-smart sports close-coupled coupe.

For Family Motoring.

The Morris Eight has been designed to provide family motoring at a figure that is within the reach of those with moderate means. The saloon, for example, is a full four-seater with four doors, and the specification includes an 8 h.p. overhead-valve engine, Lockheed hydraulic brakes, rear petrol tank, chromium plating, cellulose finish, a Pychley sliding roof, Karhyde upholstery, and a very generous equipment. There is also a particularly attractive sports coupe.

The Morris Minor, in two-seater form, is again offered at £100. The chassis remains unaltered, but, like all other models of the Morris range, it has now a rear petrol tank and a chromium-plated radiator. The bodywork of the four-seater and saloon models, however, has been greatly improved. In the case of the saloons—fixed and sliding-head types—the doors are wider, winding windows are fitted and the front seats are adjustable.

The Cowley's New Guise.

Most famous of all models, the Cowley, appears in entirely new guise, and is offered with an optional 11.9 h.p. or a 13.9 h.p. four-cylinder engine without extra charge. Road performance has been improved by various modifications, including the use of duralumin connecting rods. The general layout of engine and transmission is retained, but the specification comprises a new, downswep frame, Lockheed hydraulic brakes, larger brake drums, and an air-cleaner-heater and fume consum-

er head. As is the case with other models, appearance has been altered radically by the adoption of a new radiator and vastly improved coachwork.

The Isis Much Improved.

The Morris-Oxford Six is still further improved, noteworthy alterations being the adoption of a four-speed "twin-top" gearbox, longer bonnet, and entirely new body styles, including a sports coupe.

The largest car of the range, the Morris Isis, has the same highly successful and smooth-running six-cylinder overhead-valve engine, but all-round performance has been improved by fitting a four-forward-speed gearbox, on similar lines to the Morris-Oxford. The frame has been entirely redesigned and the wheelbase lengthened, so that the bodies are roomier and the overall height lower.

Outstanding Features.

Other outstanding features common to all models are as follows:—

"Eddyfree" fronts to all enclosed models, which lessen wind resistance and noise.

New radiators—chromium-plated automatic shutters on all "sixes" and vertical dividing strips on others (except Minor), Triplex glass all round, entirely new coachbuilt bodies, downswep frames, shock absorbers fore and aft; magna detachable wire wheels, near petrol tanks, Lockheed hydraulic brakes (except Minor), inbuilt luggage containers on all coupes, double

bumpers fore and aft (except Minor), winding windows, reinforced brake drums, four doors for all saloons (except Minor), chromium-plating, finger-tip control-panel screens on enclosed models, oil laid electric petrol gauges, sliding roofs available on all enclosed cars, remote control for door handles (except Minor), pleated upholstery—leather on Oxford and Isis; two years' guarantee.

MOTOR TRUCKS IN FIJI

The last horse-drawn vehicles used for commercial transportation and the last horse-drawn hearse in Fiji were withdrawn from use in 1930 and replaced by American motor vehicles, states a report to the automotive division, Department of Commerce, from Consul Q. F. Roberts, Suva, Fiji. Copra and other island products are now carried to the waterfront in trucks.

Rapid transportation has become a part of the economic life of this part of the world and is speeding the movement of raw products to the large manufacturing countries. In Fiji and Samoa, the passenger car and truck have become the accepted model of transportation and even in the island Kingdom of Tonga, rich in early Polynesian lore and interesting because of its succession of ruling native monarchs, there are 110 cars, 86 privately owned and 18 plying for hire.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

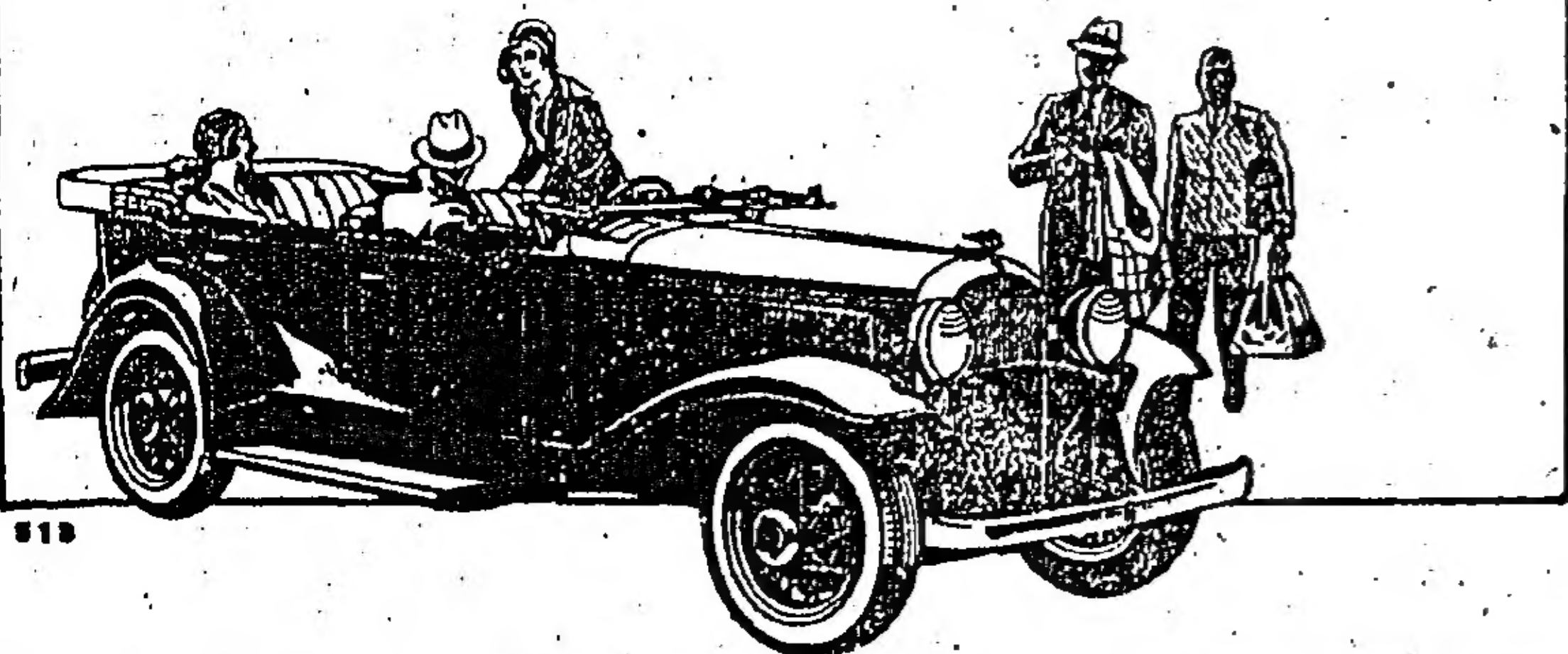
GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 58283.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22235.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

FREE WHEELING EASY, ECONOMICAL DRIVING

In the low-price field, the new Chrysler-Plymouth gives you *Free Wheeling*—that epochal development in smooth, easy driving and economy. With Chrysler-Plymouth *Free Wheeling* you can shift gears between all forward speeds without using the clutch. With Chrysler-Plymouth *Free Wheeling* you can save 12 to 20% on fuel and oil and 20 to 40% in engine wear.



FLOATING POWER EASY-SHIFT TRANSMISSION 55-HORSEPOWER ENGINE
HYDRAULIC INTERNAL-EXPANDING WEATHERPROOF BRAKES
SAFETY-STEEL BODIES HYDRAULIC SHOCK ABSORBERS DOUBLE-DROP FRAME

PLYMOUTH

THE SMOOTHNESS OF AN EIGHT • THE ECONOMY OF A FOUR

CARS ARE NOW ON DISPLAY
THE NATIONAL MOTOR CAR CO.

(SOUTH CHINA MOTOR CAR CO. Proprietors).

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Tel. 25644.

1932 MODELS.

Too Many Types in Popular Market.

A motoring correspondent writes to a Home paper of September 12:—

Most of the motor car manufacturers have now announced their programmes for season 1931-32. The few which remain to be made public are those of factories which are not concerned with mass-produced cars, but rather with the relatively small luxury and semi-luxury market.

Between now and the opening of the Olympia show early in October there may appear one or two new small cars from manufacturers who have wanted to keep something up their sleeves, so to speak. I refer to the new Hillman, the air-cooled Rover (which is a very doubtful starter, I understand), the 9 h.p. Crossley, and probably one or two others. It would not surprise me, for instance, if Vauxhall were to enter the "baby" car market.

So far, this company, which is under the control of General Motors, has produced only medium power cars of from 17 to 25 h.p. Yet with its great resources it might become a formidable competitor in the small car market.

Then there is, of course, Ford. No one knows what Ford is going to do. Dagenham, the great new factory on the Thames estuary, is not nearly ready for vehicle production to start — I am told it will be another year before operations begin in earnest. In the meantime, however, it is not likely that the Ford Company will be content to play a minor part in the British automobile industry, and it is safe to assume that some step will be taken to keep both the car and the truck in the public eye during the next twelve months.

I do not believe there will be a new Ford model, in this country at any rate.

Fads and Fancies.

To my mind the most disappointing thing about the new season's announcements has been the tendency on the part of nearly all manufacturers in the variety of models. In some cases as many as half a dozen popular models to turn out a big different chassis are produced, and several of these chassis are available, with different sizes of engines and with different wheelbases, and so on. Then on each chassis there are at least six body types and sometimes even more.

Each manufacturer is attempting to produce a range of cars which covers practically the whole market, and passing fads and fancies are exploited, to the full.

What generally happens is that one manufacturer produces a new model which makes a wide appeal at a popular price. It is probably a very good car. But that is no reason why every other maker, catering for the impressionable class of buyer, will be able to duplicate the success of the original car by bringing out one of similar size and horse-power.

At the moment we see a boom in "Twelve Sixes." Following the Austin success there is a stampede to catch this market. And one of the most unsatisfactory features of the position is that instead of deleting a chassis from the range to make way for the newcomer, the latter is added.

I drew attention to this development because in my opinion it is not an economical method of making motor cars.

If our manufacturers can turn out the cars they are now making at prices which, in the view of every motorist, are strictly competitive, what could they not do if, instead of producing five or six different models, they were to concentrate on one or two with standard types of body-work?

One Model the Only Plan.

The secret of the success of the Ford organisation has always been concentration on the chassis. Even the alternative engine size was an innovation which was not adopted, I believe, without very great reluctance and some misgivings.

Take again the Chevrolet, the most popular car in the United States at the present moment. Only one chassis is made.

Why no British manufacturer producing in quantity has at-

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication, merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

tempted to plan his production on similar lines I find it difficult to explain. The Hillman company, with their Wizard of alternative engine sizes, appear to be working on the right lines. But even they have a larger chassis, the straight-eight Vortice, and now they contemplate producing a small car.

It may be that the taxation bugbear in this country forces manufacturers to take a different line of action, but it seems unfortunate that large-scale production has not been tried with a minimum of chassis models which will appeal to the motorist both at home and abroad.

WILLYS IN ALGERIA.

To announce the 1931 models the Willys distributors in Algeria organised a celebration to which members of the African Press, owners of Willys cars and prospective owners were invited.

The whole function was a great success, and there was great enthusiasm for the 1931 models. The new range was considered to be the best ever put on the market by the Willys Overland Company and judging from the interest shown by those present, The Palais de l'Automobile, Algiers, Willys distributor in Algeria, anticipate a good year's trading. They are to be congratulated on their novel plan.

CUT DOWN COSTS.

Do Simple Repairs in Your Own Garage.

(By Norman W. Rae.)

Many owner-drivers must be giving serious thought to the cost of motoring in view of the further additional tax of two-pence per gallon on petrol.

Several motoring friends have been casting up their bills of expenses and they made a surprising discovery — surprising, that is, when looked at from the viewpoint of the average owner-driver who goes to the nearest garage whenever there is a nut to be tightened up, a brake to be adjusted, or a sump to be emptied. They find that as much is paid in a year to the roadside garage proprietor for "little jobs" as is paid in the way of taxation.

Adjustment Work.

Hundreds of motorists are now faced with the fact that they must either do certain minor adjustment work themselves or curtail their motoring.

I know one motorist who never empties a sump himself. He runs his car to the nearest garage and has the job done by a mechanic who — even when no actual charge is made for the work — is tipped at least one shilling.

He has his sump filled with new oil at a cost of approximately 8s. I have often pointed out to him that by doing the job himself the cost of the oil would be roughly 6s. The difference represents the petrol tax on nearly 100 miles — surely a very important factor.

There are at least a score of ways in which the average owner-driver can economise. By going over tyres at least once a week, removing all small stones embedded in the tyre surface and filling up small cuts with tyre compound, anything from 1,000 to 5,000 miles may be added to the life of a tyre. This represents a considerable saving.

Brakes.

There is no great difficulty in adjusting brakes in one's own garage. Many garage proprietors charged as much as 5s. for this job. All that is required as equipment are four blocks of wood and the ordinary car jack. The car should be jacked up so that all four wheels are clear of the ground. It is easy then to carry out adjustments.

All adjusting points should first of all be washed with paraffin mixed with a little oil or with a cleansing oil. The brake adjusting nuts should be pulled up until the brakes begin to take effect. This can be tested by trying to turn each wheel by hand. Then slacken off the adjusting process.

It is necessary to obtain the services of an assistant who will sit in the car and depress the brake pedal about half way. With the brake pedal so depressed it should be possible just to turn each wheel with a little effort. The assistant can next depress the brake pedal a little further. The wheels should then be locked. It is remarkable how quickly one can gauge the exact adjustment required to give uniform braking. A final test is to take the car on a quiet road — one with a loose surface for choice.

Many motorists do not trouble to adjust the brakes until they find a definite pull on a wheel. This is a mistake. The effect on the life of the tyre of even the slightest mis-adjustment of brakes is remarkable.

Lubricating a Car.

Lubricating a car not fitted with centralised lubrication is not a pleasant task, but it can be made easier and much cheaper if the lubrication points are wiped over with some thin penetrating oil, say, half-an-hour before the actual greasing is to take place.

Instead of having various nuts and bolts renewed at roadside garages at an average cost of 1s. a time, it is better to buy an assortment at an average price of 1d. or 2d. and by going over the car at frequent intervals make certain that no unexpected hold-up will be caused by the failure or rusting of some important bolt.

These are only one or two car tasks on which money can be saved.

Cylinders of the Oldsmobile engine are triple gauged for size and shape to assure absolute accuracy and uniformity.



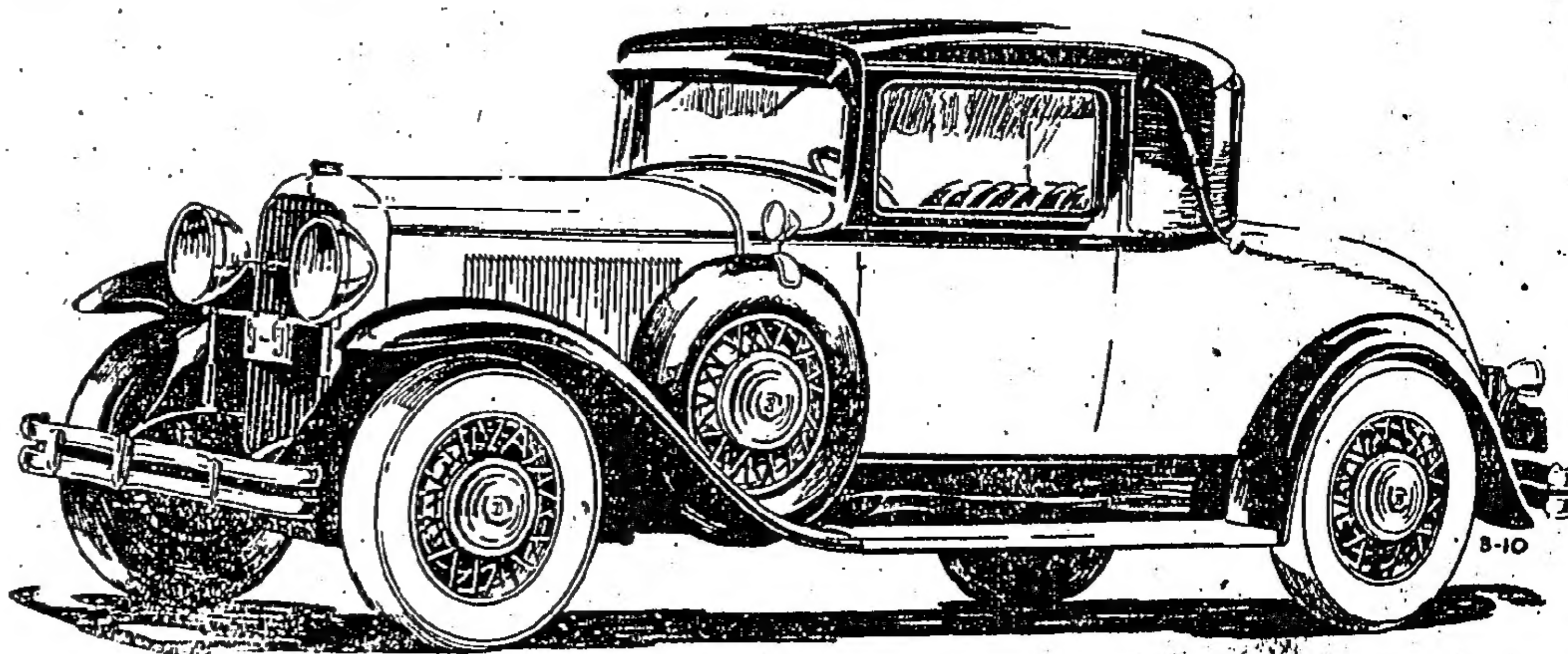
Don't ENVY Buick Owners . . . Be One Yourself.

For a Buick is now within the reach of almost every motorist, and those thousands who have eagerly looked forward to the time when they could own a Buick, can now drive not only a Buick — but a Buick Valve-in-Head Straight Eight.

Buick Straight Eights . . . in four sizes and four surprisingly low price ranges . . . are offered in twenty luxurious models. Select yours to-day and enjoy motoring at its best in the restful, spacious comfort of Buick's incomparable Body by Fisher.

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PRODUCT OF
GENERAL MOTORS.



THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

"INEXPERIENCED."

Jury's Altered Verdict.

The jury at a Southend inquest made a mistake in the phraseology of their verdict, and on the coroner's direction returned another, absolving a woman motorist from possible proceedings for manslaughter.

The inquest was on Mrs. Florence Emily Morris, and the jury first returned a verdict that her death was due to culpable negligence on the part of Mrs. Dorothy Coleman, described as of The Ridgeway, Westcliff, the driver of a motor-car which knocked down Mrs. Morris.

The coroner, Mr. H. J. Jeffries, told the jury that such a verdict might result in Mrs. Coleman being committed for trial on a charge of manslaughter. On his advice they returned an altered verdict of death from negligence due to inexperience on the part of the driver.

It was stated that Mrs. Coleman had driven a car only four or five times by herself. She denied a suggestion that she had put her foot on the accelerator in mistake for the brake.

BENTLEY MOTORS.

Winding-up Notice.

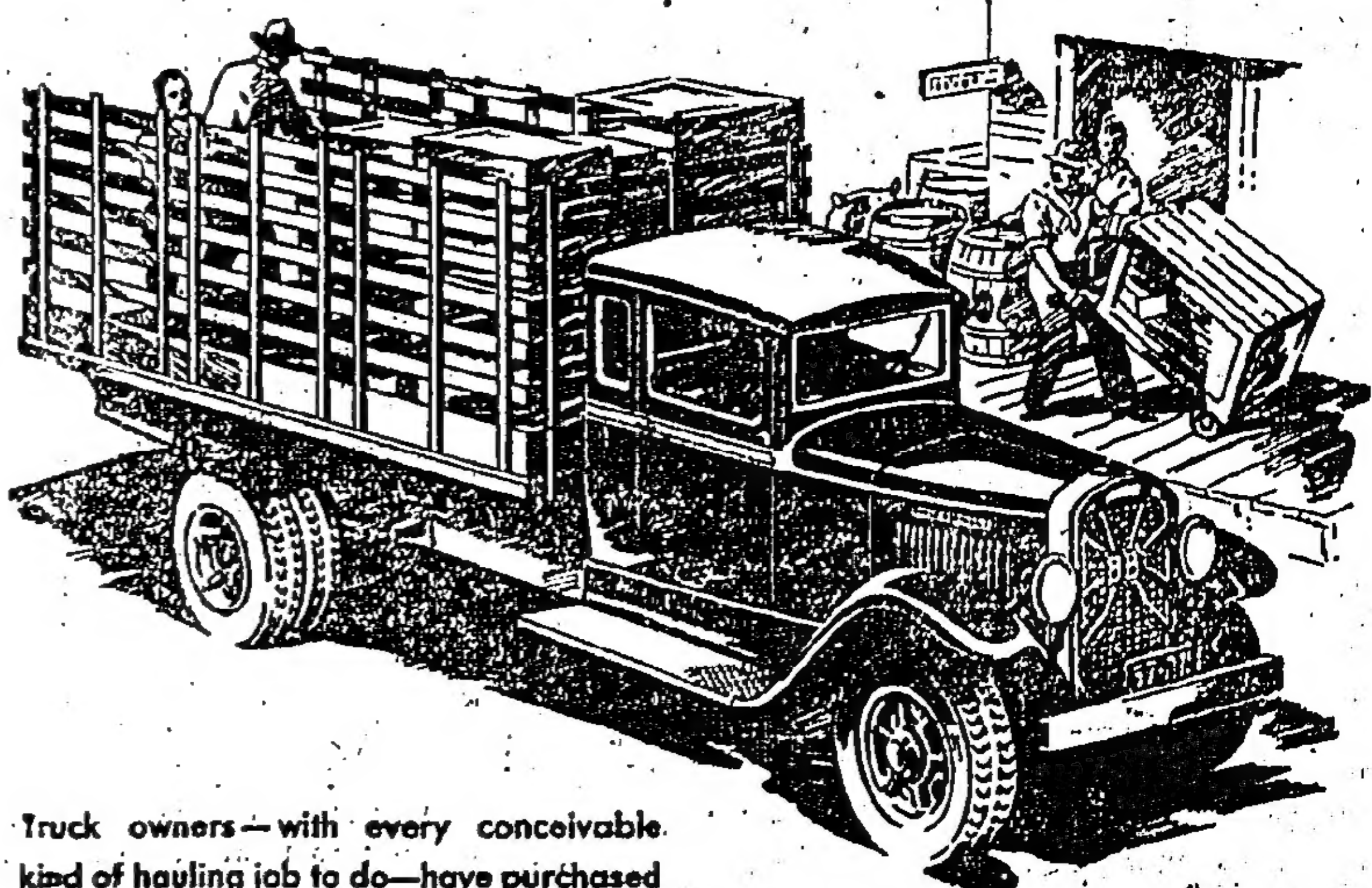
The London Gazette of September 15 announced that at a meeting of Bentley Motors Ltd., on September 9 the following resolution was passed:—

"That the company, by reason of its liabilities, cannot conduct its business, and that it is advisable to wind up the same and that the company be wound up voluntarily."

A receiver was appointed for Bentley Motors in July last, and negotiations were understood to be in progress recently for the purchase of the company by D. Napier and Sons.

Both felt and rubber are used to insulate the bodies of Oldsmobiles to keep out drafts and road dust.

OVER 400,000 DODGE TRUCKS Chosen by Truck Users



Truck owners—with every conceivable kind of hauling job to do—have purchased over 400,000 Dodge Trucks. . . . What could more conclusively prove the solid worth of these dependable workers? And what could be more advantageous to you than the experience gained by Dodge engineers and craftsmen in the designing and building of this enormous total. Such experience assures the modern design,

precision construction and part-to-part balance that mean even greater Dodge dependability, lower operating costs and more able performance throughout this truck's unusually long life. . . . Inspect and test Dodge Trucks. You will say they are every inch modern trucks—exceptional values at their low prices.

DEPENDABLE
DODGE TRUCKS
DEPENDABLE — ECONOMICAL — CAPABLE

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LAST TWO DAYS AT 2.30, 5.10, 7.15, & 9.30 p.m.



FOX
PICTURE

WOMEN OF ALL NATIONS

VICTOR McLAGLEN EDMUND LOWE
GRETA NISSEN EL BRENDL

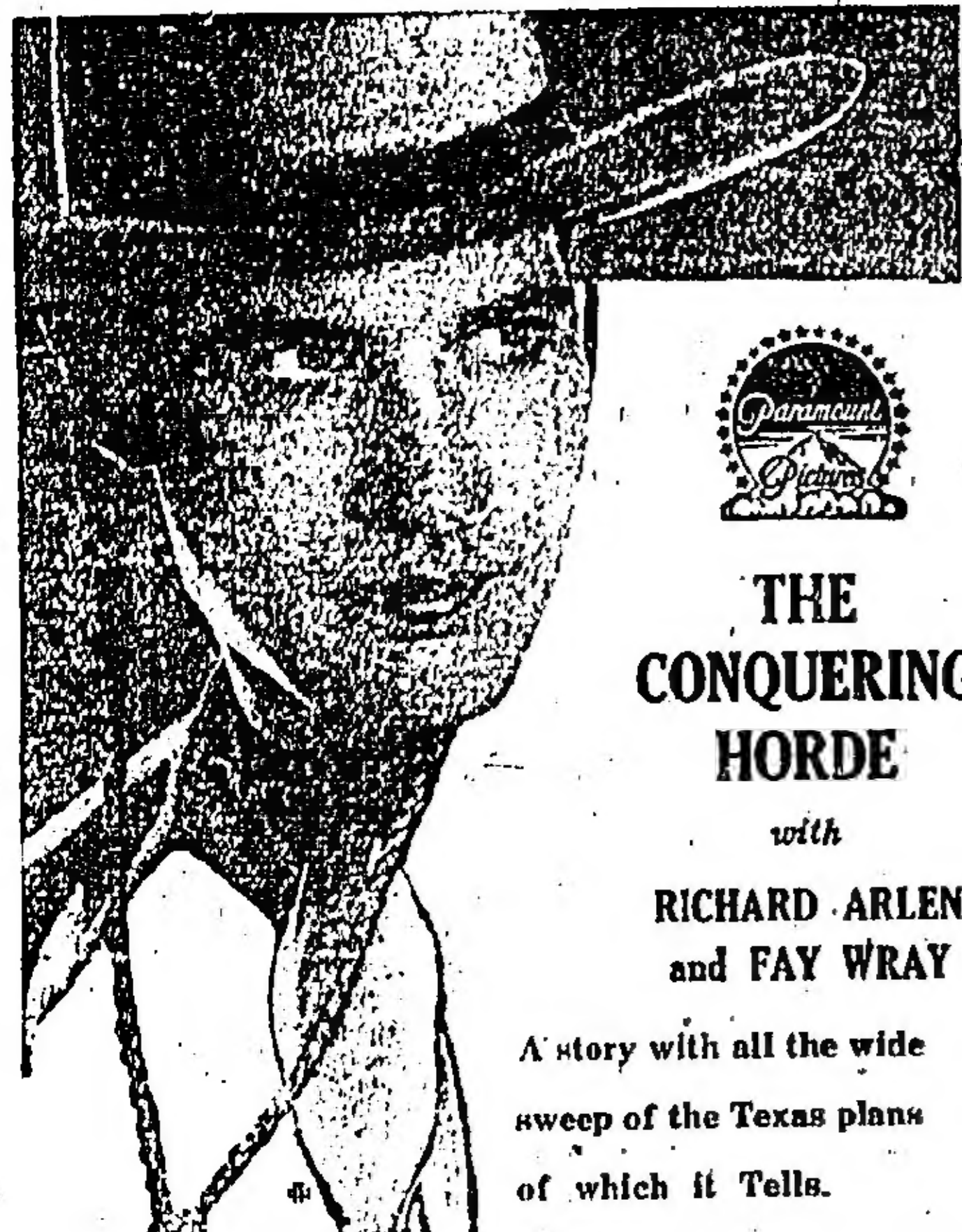
Flag and Quirt, those rowdy, lovable leathernecks. Ready to scrap at the drop of a hat or the droop of an eyelid. A travelaugh of two-fisted love and two-timing ladies.

Directed by RAOUL WALSH



FOX MOVIE NEWS
and comedy "CHILLS AND FEVER"

NEXT CHANGE



THE CONQUERING HORDE

with
RICHARD ARLEN
and FAY WRAY

A story with all the wide sweep of the Texas plains of which it tells.

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TEL. 25313.

SUN HELMETS

For Naval, Military and Civilian Wear.



We have now received a full selection of Sun Helmets suitable for all occasions and guaranteed Sun Proof as well as Rain-proof.

Also latest styles in
STRAW HATS.

Prices moderate. Inspection invited.

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IF YOU ARE TOO BUSY TO WRITE HOME — DON'T

Just Post a Copy of the

Oberland China Mail.

which gives all the News there is —

Both Local and Coastal

CURRENT SPORTING GOSSIP

CLUB "A" PLAY FIRST RUGBY GAME.

Referee Awards Penalty Try for Club.

POOR OPENING MATCH.

The Club "A" fifteen played their first match of the season yesterday when they were defeated by H.M.S. Medway by two tries (6 points) to a goal (3 points).

Judging the game from a critical point of view it was a very poor exhibition of Rugby football. Most of the elementary rules were broken with amazing unconcern. Offside play in the loose by the forwards was too frequent to make the game an enjoyable one to watch. Punting the ball back from the line out was again in evidence and on two occasions was nearly responsible for Naval scores. The forwards must remember that it is dangerous to attempt to pass in their own twenty-five let alone trying to pat the ball back.

S. J. H. Fox at full-back was very uncertain in his handling but he managed to recover quickly when under pressure. W. D. Johnson could have scored in the first half when he intercepted a pass had he attempted to swerve past the Naval full-back but his punt across field was ill-judged. He has speed but as yet does not know how to use it. W. H. B. Rigg at centre three-quarter in the first half was good in defence but slow off the mark when in attack. His handling in the second half improved when he took the fly-half position from C. J. D. Law. C. E. Holmes was inclined "to mark time" when in possession and was inclined to throw out some wild passes. F. C. B. Black played pluckily at the base of the scrum, but he is not fast enough for the position and his lightness was the cause of much rough handling during the game.

Of the forwards I liked the look of G. C. Moutrie the best. He got in one or two very useful short dribbles. W. E. Peers who was deputising for W. Mitford in the opening five minutes was compelled to change back again when that player made a belated appearance.

The Navy scored first when one of their centre-three-quarters broke through from the half way line. The try should not have been allowed as he knocked on badly before he got going. The kick at goal was taken too close in and it came as no surprise to see it charged down. The Club then put on pressure and V. R. Gordon brought off a useful dribble and looked certain to score when he was grossly tackled by one of the Medway players when not in possession of the ball. The referee quite rightly blew his whistle and stood by the posts as if awarding a try. No forwards were up to the mark for Johnson's kick which he took with Black lying down for him; so it was assumed that the referee had given a try for the infringement. Johnson converted the kick and gave the Club the lead. Some discussion followed the referee's decision after this incident both in the stand and in the pavilion. The referee was quite justified in his ruling. To back up my statement I will quote a section of rule 28 in the Official Rugby Rules:—"The Referee shall award a try if, in his opinion, one would undoubtedly have been obtained but for the unfair play or unlawful interference of the defending team. Such try shall be awarded on a line parallel to the touch line through the spot where the ball was when the infringement took place."

The Medway increased their lead when as the result of a good forward rush one of the visitors got over in the far corner.

Result:
Club "A" 5 points
H.M.S. Medway 6 points

KOWLOON RUGBY CLUB LOSE.

Weak Side Lose by A Try.

BORDERERS' WIN.

Yesterday afternoon "B" Company of the South Wales Borderers fielded a fifteen against the Kowloon Rugby Club at King's Park and won by the narrow margin of a try (3 points) to all.

Kowloon, being unable to field a full team owing to injuries and other sporting attractions, were not strongly represented and, although putting up a plucky fight, they could not penetrate the Borderers' defence.

The Borderers' try was in a way a lucky score, due to fumbling on the part of the Kowloon backs on their own goal line, when a kick to touch could have relieved the situation. Hewitt saw his opportunity and had little difficulty in touching down between the posts. No goal resulted.

The Kowloon forwards missed the services of Purvis, with the result that their backs saw little of the ball, and very seldom got on the move.

The Borderers' three handled well and looked dangerous, but were in the habit of running across and therefore gained very little advantage.

On the whole, it was an uninteresting game and failed to produce any outstanding play.

The Kowloon Club were without the services of two of their three-quarters in Lt. Keith-Murray, who was figuring in the Army Trial at Sookunpoo, and G. C. Burnett who was indisposed. Cpl. Frankham, the full back, was also an absentee as were Lt. Grayham and J. M. Purvis, the Club hooker, who was hurt in the match against the Medway last Saturday.

Result:—

"B" Co. S.W. Borderers 3 pts.
Kowloon Rugby Club . . 0 pts.

Our Sports Diary.

LOCAL.

CRICKET—Saturday—Interport Trial at H.K.C.C.: First Division—Civil Service C.C. v. Kowloon C.C.; Royal Navy v. Royal Artillery; Second Division—Indian R.C. v. Police R.C. (L); Kowloon C.C. v. Civil Service C.C.; University v. University II.

HOCKEY—To-morrow—Radio Sports Club v. Police R.C.; Hong Kong Hockey Club "A" v. Argyle at 5 p.m.

FOOTBALL—Saturday—First Division—Club v. Borderers; Kowloon v. Police; Navy v. Argyle; Recreio v. St. Joseph's; Second Division—University v. Argyle; Navy v. R.A.O.C.; Club v. 12th Batt.; Kowloon v. Borderers; Third Division—Borderers v. R.A.F.; Radio v. Recreio; R.E. v. St. Joseph's.

GOLF—Sunday—Entries close for G. M. Young Cup and Governor's Shield.

LAWN BOWLS.

U.M. Omar Enters the Final Round.

Yesterday, at the Club de Recreio, U. M. Omar defeated N. Drummond in the semi-final round of the Open Lawn Bowls Championship by 21 shots to 15.

Scores:

Head	Shots	Total	Shots	Total
1	—	—	2	2
2	3	3	—	—
3	—	—	3	3
4	—	—	3	5
5	3	6	—	5
6	—	—	2	7
7	2	8	—	7
8	1	9	—	7
9	—	—	1	8
10	3	12	—	8
11	1	13	—	8
12	—	—	3	11
13	—	—	1	12
14	—	—	2	14
15	1	14	—	14
16	2	16	—	14
17	2	18	—	14
18	—	—	1	15
19	3	21	—	15

THE NAVY POLO CUP TOURNAMENT.

Argylls Draw and the Civilians Win.

TWO ROUNDS DECIDED.

The first two rounds in the Navy Polo Cup Competition, were played on the Causeway Bay ground yesterday in the presence of a large number of interested spectators.

The first match was between the Argyll and Sutherland Highlanders and the Royal Artillery. The Argylls, in spite of a handicap of four goals, managed to draw with the Gunners. Shortly after the commencement of the game, Lieut. Church, from a nice pass, scored the first goal for the Argylls. Midfield play then took place until Mould nearly equalised. The Argylls again scored, shortly afterwards, Church sending in a nice long shot. Just before the end of the first chukka, however, Mould reduced the lead.

Dunlop opened the scoring in the second chukka and this score was followed by another goal for Stewart.

In the third chukka, the Gunners were the first to score through Johnson, but this was soon discounted by Dunlop.

In the last chukka Church again scored for his side to bring the scores level at six-all.

The teams were:—
Argylls:—Capt. Stewart, Lt. Bramwell, Lt. Dunlop, and Lt. Church.

Gunners:—Capt. Vasier, Lt. Johnson, Capt. Mould, and Lt. Schreiber.

Civilians v. Borderers.
The Civilians defeated the Borderers by eight goals to six. The losers, though holding a handicap of five goals, failed to take advantage of their handicap.

In this match the Civilians were decidedly the better team and enjoyed most of the play. It was noticeable, however, that the Borderers had considerably improved their play.

Gordon and Newbigging were the outstanding players for the Civilians, scoring most of the goals, while Sommerville and Cooper played well for the losers.

The most interesting chukka was perhaps the fourth when both teams failed to score. Play was fast and there were several exciting incidents when both teams went near to scoring.

Civilians:—Mr. Newbigging, Mr. Gordon, Mr. Stanton, and Mr. Davey.

Borderers:—Major Sommerville, Col. Galvin Austin, Capt. Cooper, and Lieut. Cox.

DISARMAMENT WINS CAMBRIDGESHIRE.

Three Lengths Win from Field of 24.

London, Yesterday.

The Cambridgeshire resulted as follows:

Disarmament 1.
St. Oswald 2.
Lord Bill 3.

Twenty-four ran. Won by three lengths; half a length.

The betting was as follows. 18/1 Disarmament, 100/6 St. Oswald, 100/9 Lord Bill.—Reuter.

SPRINGBOKS BEAT GLASGOW.

Home Fifteen Score 13 Points.

London, Yesterday.

The South African Rugby football tourists defeated Glasgow today by 21 points to 13.—Reuter.

STAR

TO-DAY TO SATURDAY

At 2.30, 5.20, 7.20, & 9.20.



Only MARION DAVIES



could romp through this delightfully funny picture of the Gay Nineties, and get every bit of its humour, thrills and throbs to the talking screen!

See her as one of the famous Florodora Sextette, bustle and all!

Follow the charming romance of a stage beauty!

A Story of the
Gay Nineties

with
LAWRENCE GRAY
WALTER CATLETT

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MAJESTIC

TO-DAY TO
SATURDAY

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& 9.20 P.M.

THE STORY OF A WOMAN'S
SOUL — STRUGGLING BETWEEN
SANCTIONAL AND SPIRITUAL LOVE!

JOHN BOLES, LUPE VELEZ

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SENSATIONAL PRODUCTION.

COUNT LEO TOLSTOY'S

IMMORTAL
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Josephine S. Low
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Tennis Frocks
at \$29.50
in all sizes.

*Distinction
Quality
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"The Well-Known Brand"



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GILMAN & CO., LTD.

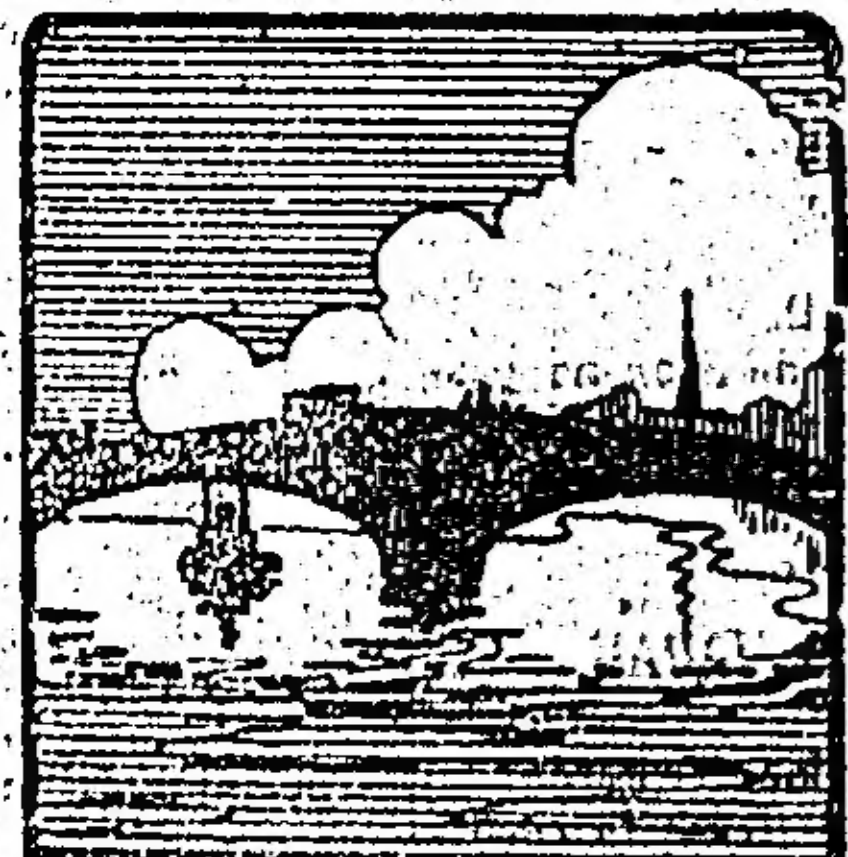
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and inspect our wide Range of Samples

THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hong Kong.

CRICKET.

Queen's College Beat University 11.

Playing at Pokfulam yesterday
the University second eleven lost
to Queen's College by three wickets.

Scores:-

University 2nd XI.			
De Hunt, b Tauli Yun-pui	0		
A. S. A. Kyum, b Nazarin	2		
H. Nomanbhoy, c Holmes, b Nazarin	32		
A. Y. Lee, b Wood	6		
C. E. R. Clarabutt, c Arculli, b Nazarin	0		
A. C. Braine-Hartnell, c Abbas, b Tauli	0		
P. L. Tan, b Arculli	18		
M. Yayahbhoy, run out	1		
W. K. Chon, b Tauli	7		
A. B. Tata, b Tauli	0		
D. B. Tata, not out	1		
Extras	20		

Total 91

BOWLING ANALYSIS.			
O.	M.	R.	W.
Tauli Yun-pui	11.3	4	28
M. el Arculli	11	5	17
K. Nazarin	8	2	19
E. T. Wood	6	4	7

Queen's College.			
A. Hunt, c and b Clarabutt	32		
K. Nazarin, stumped Kyum, b Nomanbhoy	5		
M. el Arculli, b Clarabutt	26		
C. E. Abbas, b Nomanbhoy	13		
E. T. Wood, c Tata, b Clarabutt	0		
Tauli Yun-pui, c Hunt, b Tan	9		
E. H. Esmail, b Nomanbhoy	0		
A. K. Saffad, run out	7		
O. el Arculli, not out	11		
F. R. Abbas, c Lee, b Tata	0		
Extras	14		

Total (for 9 wks.) 117

BOWLING ANALYSIS.			
O.	M.	R.	W.
P. L. Tan	9	1	22
H. Nomanbhoy	9	1	40
M. Yayahbhoy	4	1	14
C. F. R. Clarabutt	4	0	22
W. K. Chon	2	0	5
A. B. Tata	4	0	0

DRAWN MATCH AT SOOKUNPOO.

Both Sides Score 91.

The Diocesan Boys' School drew
with the South Wales Borderers at
Sookunpoo yesterday each team
scoring 91.

Borderers.			
Lt. de Winton, c G. Lee, b Whitley	6		
Pte. Ronan, b G. Lee	36		
Lt. Crews Read, b Waller	9		
Lt. Barlow, b Whitley	10		
Pte. Nelson, b Prata	17		
Pte. Morgan, c and b Prata	4		
Cpl. Church, c Reed, b Lee	3		
Pte. John, c Frith, b Lee	5		
Pte. Turner, b Prata	2		

LATEST POLLING RESULTS.

(Continued from Page 1.)

WILTSHIRE.

Swindon.	
Sir Mitchell Banks (Con.)	22,756
Dr. C. Addison (Lab.)	17,692
Con. Majority	5,064
Conservative Gain.	
Last election:-	
Addison (Lab.)	16,885
Banks (Con.)	14,724
Thornborough (Lib.)	7,060
Lab. Majority	2,161

Welsh Boroughs.

CARDIFF (SOUTH).	
Arthur Evans (Con.)	17,976
Arthur Henderson (Lab.)	12,089
Con. Majority	5,887
Conservative gain.	
Last election:-	
Henderson (Lab.)	13,686
Neathercott (Con.)	10,030
Cole (Lib.)	6,550
Lab. Majority	3,656
CARNARVON DISTRICT.	
D. Lloyd George (Lib.)	17,101
Gourlay (Con.)	11,714
Lib. Majority	5,387
No change.	
Last election:-	
Lloyd George (Lib.)	16,647
Davies (Con.)	7,514
Rhys (Lab.)	4,556
Lib. Majority	9,133

Welsh Counties.

ANGLESEY.	
Miss Megan Lloyd George (Lib.)	14,839
A. Hughes (Con.)	10,612
Lib. Majority	4,227
No change.	
Last election:-	
Miss Lloyd George (Lib.)	13,181
Edwards (Lab.)	7,563
Hughes (Con.)	5,917
Lib. Majority	5,613
PEMBROKESHIRE.	
Major Gwilym Lloyd George (Lib.)	24,605
Major C. W. M. Price (Con.)	19,560
Lib. Majority	5,045
No change.	
Last election:-	
J. Lloyd George (Lib.)	19,050
Price (Con.)	14,238
Jenkins (Lab.)	12,235
Lib. Majority	4,815
Scottish Burghs.	
Edinburgh Central.	
Guy (Con.)	17,297
W. Graham (Lab.)	10,566
Douglas (Communist)	1,319
Con. Majority	6,427
Conservative gain.	
Last election:-	
Graham (Lab.)	16,762
Alexander (Con.)	6,745
McKie (Lib.)	4,899
Majority	10,017
EAST.	
Mason (Lib.)	17,372
Dr. Drummond Shields (Lab.)	10,244
N. Alexander (Scottish Nationalist)	2,972
Liberal Majority	7,128
Liberal gain.	
Last election:-	
Shields (Lab.)	13,533

INTERPORT CRICKET

Shanghai Players Are Selected.

Details of the composition of the Shanghai Interport cricket team have now been received in the Colony.

The team will leave Shanghai by the Empress of Asia which is due to arrive in two weeks' time.

The Interport match will commence on Saturday, November 14, and will be continued on Monday and Tuesday, November 16 and 17.

The following have been selected to represent Shanghai with another, whose name has not yet been made known:-

D. W. Lench (captain),
T. W. R. Wilson,
A. J. Barson,
H. A. Coward,
H. J. M. Cook,
R. S. Elliot,
J. A. Isaacs,
P. Madar,
D. B. W. Murray,
C. J. Merritt,
P. V. Simpson.

Year's Meeting.

The Hong Kong Hockey Club were held to a goalless draw at the U.S.T.C. yesterday when they were opposed to the South Wales Borderers. It was a case of two strong forward lines being opposed to hard hitting defences and consequently opportunities for scoring were few.

The hockey encounter between the Radio Sports Club and the Hong Kong Singapore Brigade resulted in a goalless draw. The game was fast throughout, and while the Radio Sports Club Goalie brought off many fine saves, the holders' full backs were conspicuous for some very good work.

The hockey match between St. Andrew's and the Royal Army Service Corps, which was to have taken place at Sookunpoo yesterday afternoon was postponed on account of some of the players from the former side being engaged in the Interport cricket practice on H.K.C.C. ground.

An inter-club triangular bridge contest, at the Sports Club last night, was won by the Chinese Club, with + 3,462 against + 1,001 for the Kowloon Cricket Club and - 4,397 for the Sports Club.

Messrs. M. K. and M. W. Lo, with the highest aggregate (2,627) were winners of souvenirs presented by the Sports Club.

London, Yesterday.
The boxer, Kid Lewis, "took the count."—Reuter.

HONG KONG PENINSULA HOTEL;

HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;

HOTELS,

LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.

MARBLE HALL

21, Nathan Rd., Kowloon.

Tel. 57089.

A Select Private Hotel furnished with an eye to the comfort of its tenants. Single and double suites of rooms with private bath-rooms attached.

THE HARBOUR VIEW PRIVATE HOTEL.

9-12, Chatham Road, Kowloon.

Finest Situation on the Peninsula. Large Airy Rooms with Full Benefit of the Cool Sea Breeze. Uncolled Cuisine.

Phone

Tel. 56734.

Proprietress:—Mrs. Gardner.

Cable Add.

"Harview."

THE CHINESE RESTAURANT, LTD.

OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

MENU.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE:—\$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE:—\$1.50 per dinner, per head.

A LA CARTE.

Single dishes can be obtained at Prices on list.

ESPECIAL.

Special dishes ready for Patron's Order at all hours.

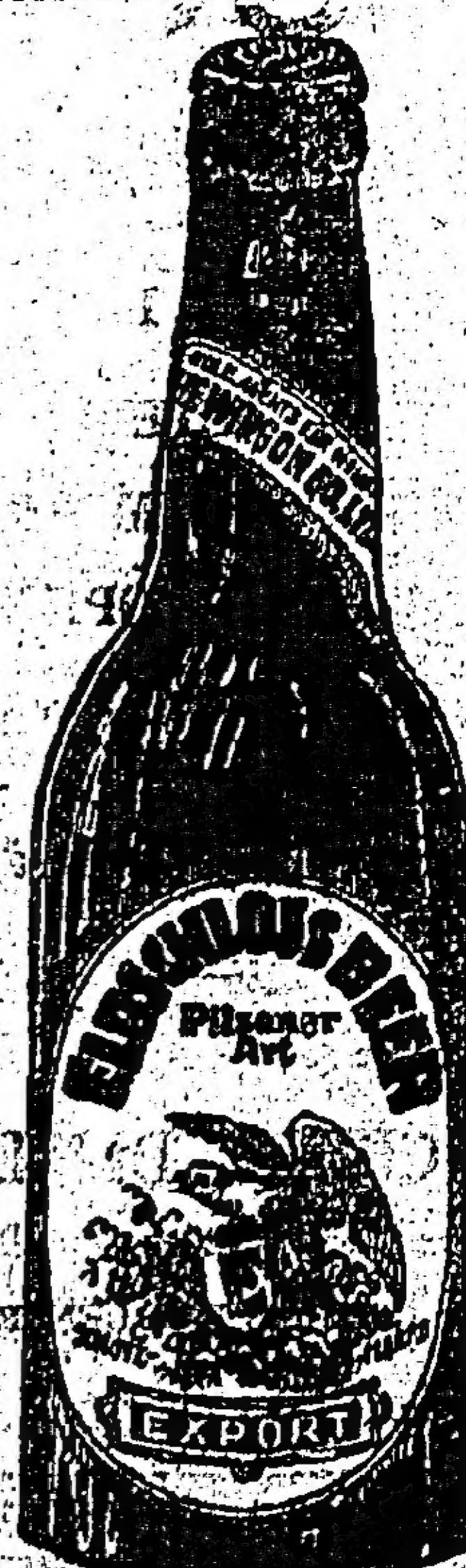
There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menu. One can choose to the individual taste, either chicken, duck, swabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

THE CHINESE RESTAURANT, LTD.

26, Des Voeux Road Central.

Y. C. LUM (Manager).

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SOLE AGENTS FOR HONG KONG:

THE WING ON CO., LTD.

BROOKES RUPTURE APPLIANCES

ENTIRELY SUPERSEDING THE ORDINARY TRUSS.

Surprisingly light in weight, constructed of materials that are non-irritating, cool and sanitary, and in a scientific manner, night and day, work or rest, it works for your cure.

Consequently it is recommended by the entire medical profession.

WE HAVE A COMPLETE STOCK IN ALL SIZES FOR MALES AND FEMALES INCLUDING CHILDREN, A SPECIAL FITTING ROOM WITH A LADY ASSISTANT IN ATTENDANCE.

A. S. WATSON & CO., LTD.

The Hong Kong Dispensary.

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FOLDING & MOVIE CAMERAS.

ZEISS
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PROJECTORS & ENLARGERS
DEVELOPING & PRINTING
A SPECIALITY.

A TACK & CO.

26, Des Voeux Road, Central.

GRAY'S YELLOW LANTERN SHOPS

Alexandra Bldg., corner of Des Voeux Rd. C. and Chater Road.

JUST ARRIVED

NEW SHIPMENT OF

PEKING RUGS

Your inspection invited.

Telephone 24566.

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MANILA

CURE THAT COUGH

DO NOT SUFFER UNNECESSARILY

TRY

PINOCINE

COUGH CURE

GOOD FOR

COUGHS, COLDS, ASTHMA, INFLUENZA,

CATARRH, CONSUMPTION, SORE

THROAT & WHOOPING CURE.

EXCELLENT LUNG TONIC.

Buy A Bottle To-day.

Sole Manufacturers:—

THE CHINA DISPENSARY,

Pharmaceutical Chemists And Druggists.

82, QUEEN'S RD., CENTRAL.

MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

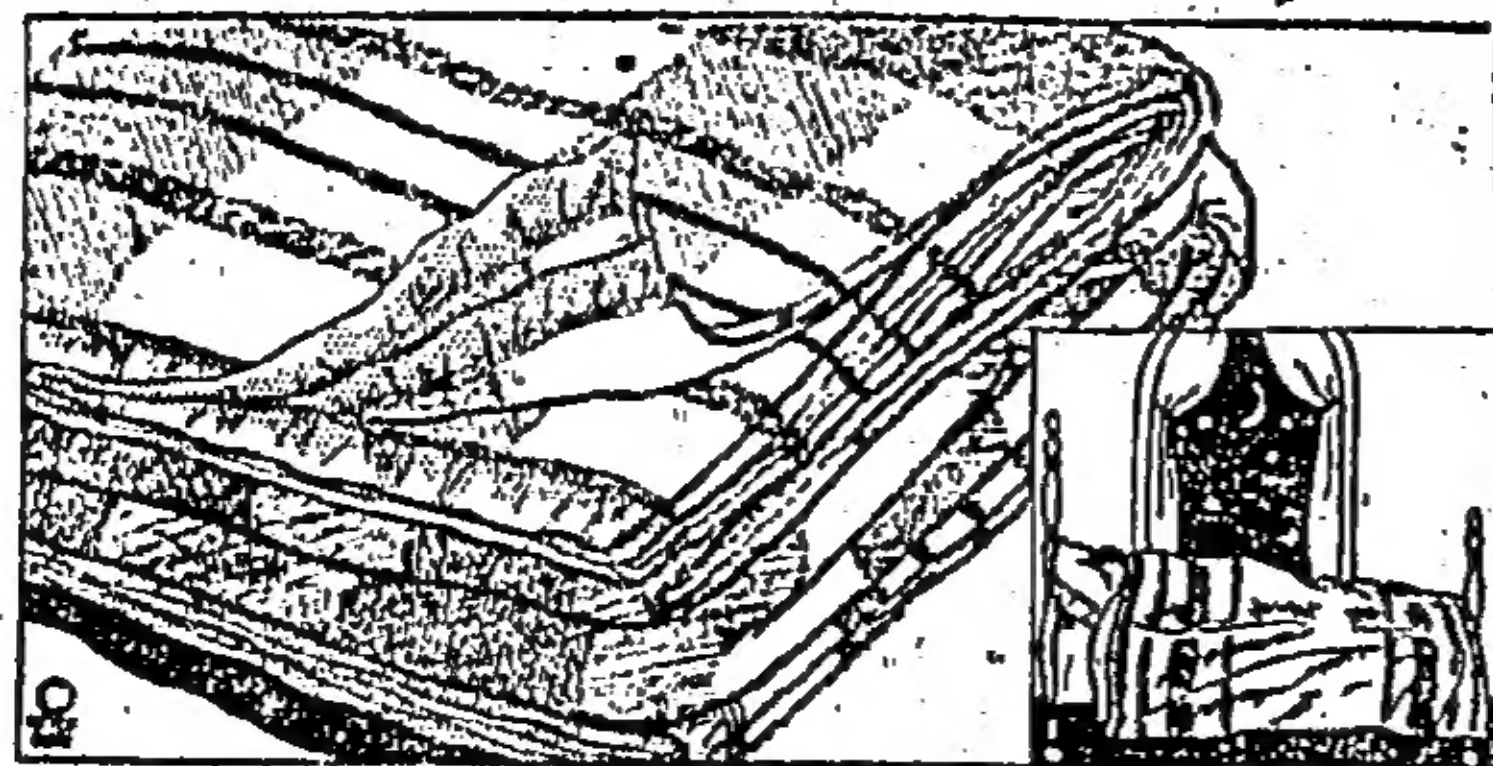
NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.

Office:—2, Dundas Street, Kowloon. Tel. 57088.

Factory:—2, Godown, Fraya, Dundas Street, Mongkok.

Yes..
cold weather is coming!



GET READY FOR WINTER.
2 SPECIAL BARGAINS IN BLANKETS.
6 PAIRS ONLY

Pink Merino Wool Blankets, beautiful soft quality.
Edges Bound Satin. Full size 98 by 86 inches.

Usual Price: \$150.00 Pair.

TO CLEAR **\$75.00 pair**

5 PAIRS ONLY
EARLY WARM REAL WITNEY BLANKETS. Fine quality. Blue striped border, whipped ends. Full size: 98 by 86 inches.

Usual Price: \$89.50.

TO CLEAR **\$49.50 pair**

FIRST FLOOR SHOWROOMS.
WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail

Hong Kong, Thursday, Oct. 29, 1931.

To Combat Malaria.

Since writing of malarial fever, particularly in the New Territories, a couple of days ago, we have come across an article in the Rangoon Times which gives a voluntary "puff" to Plasmoquine—a synthetic preparation invented in Germany. Its use has been followed with most successful results at St. Mary's Hospital, Paddington. Amongst the volunteers upon whom it was used was Dr. James, a member of the Malaria Commission of the League of Nations, and it seems that in all cases in which the drug was used malaria did not develop, whereas all volunteers who were infected by the same batch of mosquitoes, and who were not protected, developed the disease in the normal way.

It is claimed that the superiority of Plasmoquine over quinine as a preventive lies in the fact that it kills the malaria parasite at once in the form in which the mosquito injects it into the body. The parasite is thus destroyed before it develops. Quinine, on the other hand, does not do this. It can only destroy the parasite when it has reached a more advanced stage in its development in the human blood. In Plasmoquine, it is asserted, we have a drug which prevents infection from malaria of healthy people, and which also destroys the parasite in persons who are already infected. As far as can be ascertained, the drug has satisfied the experts, and has passed through the stage of test, and, therefore, the time has come for mosquito breeding countries to make enquiries, and to frame their anti-malaria policy accordingly.

Our Rangoon contemporary hopes that the use of Plasmoquine will lead to a revolution in the methods of fighting malaria which is being suggested to alert minds by the discovery of that new drug. It seems that, when this drug is on the market, the victims of fever will no longer be objects of pity, but of contempt for their carelessness. Those of us who al-

ready have malaria in the blood, or who risk the dread infection every time we issue forth from our mosquito nets, need not be told what a blessing will be this new armour against the disease that is most prevalent. Every "go" of fever is a peg in the coffin. Malaria materially saps energy, not only in the patient, but in his children's children; and some modern-minded exponent of Plasmoquine will doubtless arise to tell us the exact number of million work-hours lost in Hong Kong (including the New Territories, of course) every week through malaria. Few of us, however, need lecturing. The misery of fever is too vivid, and it is not too much to say that a real preventative—and that is what Plasmoquine is claimed to be—would revolutionise life in this Colony. It is to be hoped the Medical Department and the Medical Associations in Hong Kong will examine the merits of Plasmoquine and report thereon to the community through the medium of the Press.

From Other Pens.

Being First.
People are prepared to perform prodigious feats for the honour of being first. A famous trial, a theatre first night, provide an occasion for some individual to achieve eminence simply by waiting longest for the doors to open. Amongst the news of the opening of Parliament the member for North-east Bethnal Green has an honourable place because he entered the Lobby half an hour before midnight and remained there until eight o'clock on the following morning, when the doors of the Chamber were opened. So comfortable a night entitled him to the distinction of being first. And he may be sure that, whatever his Parliamentary past may have been and whatever his Parliamentary future may be, he, the member for North-east Bethnal Green, stands apart in the public estimation from all other members as a man who sacrificed bed for the honour of being first. In actual fact there is more reason for waiting outside the doors of Parliament than outside most other doors. Not enough seating accommodation is provided for the elected representatives of the people, and if they wish to be sure of a place, especially if they wish to be sure of a particular place, then they have no alternative but to queue up like any humble first-nighters. It is, perhaps, a little undignified that the first stage in what has been freely described as a momentous occasion in the his-

tory of this country should consist of a rush by forty members of Parliament through swing doors to shouts of "Keep your eye on the ball," but thus it was. And the procedure was the most modern in that the leader of the forty was a lady. In the old days when the House of Commons was an excellent and exclusive club its members would as soon have thought of rioting for places as of orating on their heads.—Manchester Guardian.

Pink Roads?

Shall we soon have white, pink, or cream-coloured roads?

An authority on street lighting, to whom I was talking, maintains that the day is not far distant when light-coloured roads, which will reflect light and do justice to a lighting installation of high standard, will take the place of dark-surfaced roads which absorb light.

Here, surely, is an opportunity for an inventor of a white tar!

Be that as it may, it is probable that one result of the interest being displayed at present in street lighting will be a closer liaison between the lighting authority and the road engineer. At the moment the engineer is making his roads with an eye only to the safety of traffic and the lighting expert is struggling with many problems, such as that of glare, to fit his lighting to the roads.—Peterborough in the Daily Telegraph.

News in Brief.

At the monthly meeting of the Chinese General Chamber of Commerce, yesterday, Mr. Chiu Chun-yu urged the necessity for further measures to ensure the safety of hundreds of junks and sampans in the harbour during typhoons, and unfolded a scheme for the construction of a fleet of four rescue tugs. He suggested that the leading foreign and Chinese insurance firms be approached for contributions which would cover approximately 50 per cent. of the expenses of construction of the four tugs; while the leading hongkongers could be expected to contribute a further 25 per cent., and the junk and sampan owners could make up the balance. Mr. Chiu received a promise that his scheme would be examined by the Executive Committee.

S. P. C. A.

Latest List of Subscribers.

Li. Col. L. G. Bird	25
W. R. Loxley & Co.	25
Hon. Mr. W. E. L. Shenton	25
D. V. Steavenson	25
H. G. Sheldon	25
M. H. Turner	25
Wallem & Co.	25
Mrs. G. P. de Martin	15
J. C. O'G. Anderson	10
W. Gonella	10
E. M. Hazeland	10
Lo & Lo	10
Dr. C. & E. To	10
Anonymous	5
Chung Hwa Steel Products Co., Ltd.	5
Economical Trading Co.	5
D. D. Edgar	5
W. G. Fischer	5
Hanping Trading Co.	5
P. N. Jester	5
K. Krentz	5
Kam Hing Knitting Co., Ltd.	5
G. B. Lane	5
Li. Col. E. D. Matthews	5
E. Manfredi	5
W. L. Marshall	5
R. Chi	5
J. R. Putnam	5
H. L. Schultz	5
P. M. Walsham	5
Chuwa Yoko	2
Anonymous	1
Anonymous	1
Anonymous	1
R. Kobayashi	1
Total	\$331

STORAGE OF FILMS.

Yesterday afternoon Mr. Williams heard a series of summonses in the Central Police Court against local cinema film distributors, and the Hon. Mr. E. D. C. Wolfe, I.G.P., who was present in Court, emphasised the danger of storing films in places other than authorised rooms or premises.

The management of the Chung Wo Film Company of the Kai Ming Building were fined \$75 for illegal storage of films and \$25 for failing to have proper lights. On other two summonses fines of \$10 on each were imposed.

As lessee of the Kau U Fong Theatre, Mr. Woo Hang-sang was fined \$50.

The United Photoplay Service Ltd. were fined \$85 each on two summonses.

TSANG FOO VILLAS MURDER.

Five Men Committed For Trial.

The preliminary proceedings against the men charged before Mr. Fraser at the Kowloon Magistrate's Court with the murder of six Japanese at Tsang Foo Villas, on the night of September 26 were concluded yesterday.

Two more of the remaining seven men were discharged, the Magistrate holding that on the evidence given by the prosecution against them, no jury could convict.

His Worship committed the remaining men to the next Criminal Sessions for trial.

These five men are:

- (1) Wong Hong, 25, yardener.
- (2) Lai Tung-hoi, 19, gardener.
- (3) Tsang Cheung, 22, gardener.
- (4) Cheung Kam-chi, 20, school-boy.
- (5) Wong Ka-hung, 21, student.

SALE OF AN ANCIENT HERITAGE.

Carefully preserved records show that the residence known as Crofton Hall, formerly Crofton Place, in Cumberland, some seven miles to the south-west of Carlisle, has never passed by sale. Since 1930 it has been held in unbroken continuity by the family of Brisco, to whom it went when Isold Brisco, of Briscoe, in the reign of Richard II. married Margaret, the daughter and heiress of Sir John Crofton. This marriage united two of the oldest families in the county.

Miss H. C. Brisco is now parting with her ancestral domain, having directed H. Lidington and Co. (Duke Street, Grosvenor-square) to sell in lots at Carlisle the Crofton Hall property, which runs to 1,367 acres. Included are parks of about 271 acres, five good lowland farms, parcels of pasture accommodation land, and a number of cottages.

The history of the present Crofton Hall is somewhat obscure, but portions of it bear the date 1665. It is believed to stand on the site of the former residence, Crofton Place. The mansion, it is understood, was enlarged in Georgian times, the present elevations being added about 1830. Many of the interior decorations are attributed to the brothers Adam.

'KING OF HOXTON' WELCOMES GANDHI.

London, Sept. 16.
Mahatma Gandhi met a King yesterday—not his own sovereign, King George—but the "peachy king of Hoxton."

He is England's most famous fruit dealer and dresses in a coat of resplendent pearls. Mr. Gandhi addressed him as "Your Majesty" and was in turn addressed as "Sainted Seer."

The fruit potentate then presented to the Indian leader two crates of California oranges, and the scene was filmed. The "King" of Hoxton, son and daughter, known as "Prince and Princess," were presented to Mr. Gandhi.

THORBURN AFFAIR.

London, Yesterday.
Negotiations between the British and Chinese Governments, with reference to the imprisonment of John Thorburn, are approaching completion.

It is learned that the Foreign Office has received a despatch from Sir Miles Lampson which, it is understood, will afford a basis for settlement.—Reuter.

ENGLAND-AUSTRALIA FLIGHT ABANDONED.

Vienna, Yesterday.
The brothers Hamilton have abandoned their flight owing to the bad weather. They will return to England as soon as possible in order to start afresh.—Reuter.

CHINA AND JAPAN.

London, Yesterday.
There is nothing fresh to report in connection with the Sino-Japanese situation according to Chinese diplomatic quarters in London. They have no news from Nanking or Geneva. Dr. Sze, however, is still in Switzerland.—Reuter.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day—Dinner Dances at Peninsula and Hong Kong Hotels.

To-day—Peninsula Hotel "Rose" Room, entertainment by Les Dejeans and William Rimels.

Entertainments.

To-day—King's Theatre; "Women of all Nations."

To-day—Queen's Theatre; "Disraeli."

To-day—Central Theatre; "Mexican Rose."

To-day—Majestic Theatre; "Resurrection."

To-day—Star Theatre; "Florodora Girl."

To-day—World Theatre; "Peach Girl." (Chinese Picture).

November 14—"Dear Brutus" by A.D.C., Theatre Royal.

Home Malls.

To-morrow—Inward from Europe via Suez (Sul Sang); from America (Empress of Japan) from Europe via Siberia (Katori Maru).

Land Sales.

November 2—At P.W.D. Offices, two lots of Crown land, 3 p.m.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire 1/2 %

Bank, on demand 1/2 %

Bank, 4 months' sight 1/2 %

Credits, 4 months' sight 1/3 %

Documentary, 4 months' sight 1/4

On Paris—

On demand 610

Credits, 4 months' sight 680

On Berlin—

On demand Nom

On New York—

On demand 23%

Credits, 60 days' sight 25%

On Bombay—

Wire 81

On Calcutta—

Wire 81

On demand 81

On Singapore—

On demand 52

On Manila—

On demand 47 1/2

On Shanghai—

On demand Tls. 78 1/2

Dollar 3 3/4 % dis.

On Yokohama—

On demand 48%

Sovereigns (Bank's buying rate) 1/3 %

Silver (per oz.) 17 5/10

Bar Silver in Hong Kong Nom.

Copper Cash Nom.

Copper Cents 8% prem.

Rate of Native Interest 3 1/2 % p.a.

Chinese Sub. Coin 25 1/4 % dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.

Paris 99 1/2

New York 3.92

Brussels 28 1/2

Geneva 20

Amsterdam 9 1/2

Milan 75 1/2

Berlin 16 1/2

Stockholm 17 1/4

Copenhagen 18

Olo 18

Vienna 80 1/2

Prague 132 1/2

Helsingfors 191 1/2

Madrid 44

Rio 3 1/2

Lisbon 109 1/2

Athens 815

Buenos Aires 82 1/2

Montevideo 23 1/2

Montreal 4.35

Bucharest 655

Yokohama 2/5 %

Bombay 1/6 1/2

Shanghai 1/7 1/4

Hong Kong 1/2 %

Silver Spot and Forward 17 5/16

—British Wireless Service.

To-day's Thought.

You cannot judge a man's worth by the wealth he may have around him.

Ten Years Ago.

The proposed amalgamation of the Steam Laundry Company with the Hong Kong Hotel Company will be considered at the meetings of the two companies, both of which are advertised for November 14.

COMING TO THE **KING'S**

AN AMERICAN TRAGEDY



with **PHILIPS HOLMES**
SYLVIA SIDNEY
and **FRANCES DEE**

Directed by **JOSEF VON STERNBERG**

IRVING'S YEAST-VITE

1931—Not yet the tablet age of which we read, when the appetite will be assuaged by food in concentrated form!

But, at any rate, the age of "YEAST-VITE," which IS concentrated Vitamins in tablet form!

If you want radiant health, buoyant energy, vim and vigour, animation, adopt the "YEAST-VITE" habit.

A tablet or so a day WILL keep the Doctor away!

YEAST-VITE—THE LIGHTNING PICK-ME-UP

FROM ALL STORES
AND CHEMISTS.

AGENTS:—GILMAN & CO., LTD.
HONG KONG.

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ALEXANDER INSTITUT DE BEAUTE

Phone 25169.
Pedder Building
(1st Floor)
Opposite Entrance to
Hong Kong Hotel.

Lustrous Oil Permanent Hair Waves
which are Large, Soft and Natural.
Artistic Finger and Marcel Waves, Oil
Treatment, Shampooing, Henna Pack
(any colour), Hair Cutting and Mani-
cure for Ladies and Gentlemen. Con-
sultations, Artistic Work by European
Expert, Mr. Alexander.

CHARGES MODERATE.
A VISIT WILL CONVINCE YOU.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Roberts Smith, Repulse Bay Hotel, from Shanghai.
Antill, passenger, s.s. Yasukuni Maru, from Kobe.

H. EFFERSCE,
Actg. Superintendent.
Hong Kong, October 28, 1931.

A WEEK'S DISEASES.

Another Imported Case of Typhoid Fever.

43 TUBERCULOSIS DEATHS.

The official return of diseases and deaths during the week ended October 24 is as follows:—

Cases Deaths	
Typhoid fever	7 5
Diphtheria	1 1
Cerebro-spinal fever	— 1
Tuberculosis	— 43

One case of typhoid fever was imported.

Summary to October 24.

The returns from January 1 to October 24 give the following figures:—

Cases Deaths	
Typhoid fever	177 52
Small-pox	14 3
Scarlet fever	3 —
Diphtheria	98 33
Cerebro-spinal fever	18 9
Puerperal fever	15 11
Paratyphoid fever	1 —
Tuberculosis	— 2,480

Twenty of the typhoid cases were non-Chinese, as were three scarlet fever cases, one small-pox case, one cerebro-spinal fever case, and 29 diphtheria cases.

A lot of harm is done by the pessimistic home.—Dr. R. Crichton Miller.

100 YEARS' SCIENTIFIC PROGRESS

GENERAL SMUTS'S WORLD PICTURE OF TO-DAY

WORLD FIT FOR HEROES:: LIFE IN TERMS OF MATTER MORE COMPLEX ORGANISATION.

(Continued from Yesterday).

The person is central to the world of values, hence the significance of the Christian insight into the infinite potential value of the human soul. The great values which form our ideals are not abstract absolutes but have their intimate personal aspect. The great soul, the integral spiritual personality, is like the stable mutation of biology, and has achieved an unassailable status in the realm of values. Hence our task is not merely the making of a world fit for heroes, but rather the making of the heroes themselves. And in this task science has also a great part to play.

A serious lag is developing between the rapidly advancing scientific development of the modern state and its stationary ethical development, a lag which has already found expression in the greatest tragedy of history. Science must itself help to close this dangerous gap in our advance which threatens the disruption of our civilisation and the decay of our species. Its final and perhaps most difficult task will be found there. Science may be destined to become the greatest drive to ethical values.

I have now finished my rapid and necessarily superficial survey of the more prominent recent tendencies in science, and I proceed to summarise the results and draw my conclusions, in so far as they bear on our world picture.

In the first place, we have seen that in the ultimate physical analysis science reaches a microscopic world of scientific entities, very different in character and behaviour from the microscopic world of matter, space and time. The world of atoms, electrons, protons, radiations, and quanta, does not seem to be in spacetime or to conform to natural law in the ordinary sense. The behaviour of these entities cannot be understood without the most abstruse mathematics nor, apparently, without resort to epistemological considerations.

An Insoluble Puzzle.

We seem to have passed beyond the definitely physical world into a twilight where physics and metaphysics meet, where spacetime does not exist, and where strictly causal law does not apply. From this uncertain nebulous underworld there seems to crystallise out, or literally to materialise, the macroscopic world which is the proper sphere of scientific observation and of natural laws. The pre-material entities or units condense and cohere into constellations, which increase in size

and structure until they reach the macroscopic stage of observation.

As the macroscopic entities emerge, the spacetime field and appropriate natural laws (mostly of a statistical character) emerge *pari passu*. We seem to pass from one level to another in the evolution of the universe, with different units, different behaviour and calling for different concepts and laws. Similarly, we rise to new levels as later on we pass from the physical to the biological level, and again from the latter to the level of conscious mind.

But—and this is the significant fact—all these levels are genetically related and form an evolutionary series; and underlying the differences of the successive levels, there remains a fundamental unity of plan or organisation which binds them together as members of a genetic series, as a growing evolving, creative universe.

In the second place, let us see how common-sense notions of matter, life and mind work. On this stage common sense recognises three levels of matter, life and mind as together composing the world. But it places them so far apart and makes them so inherently different from each other, that relations between them appear unintelligible, if not impossible. The common sense notions of matter, life and mind make any relations between them, as well as the world which they form, an insoluble puzzle.

Life in Terms of Matter.

The older science, therefore, attempted to reduce life substantially to terms of matter, and to put a question mark behind mind, and the result was a predominantly materialistic view of the world. The spacetime relativity concept of the world has overcome the difficulty by destroying the old concept of matter, and reducing it from a self-subsistent entity to a configuration of spacetime—in other words, to a special organisation of the basic world-structure.

If matter is essentially immaterial structure or organisation, it cannot fundamentally be so different from organism or life, which is best envisaged as a principle of organisation; nor from mind, which is an active organiser. Matter, life and mind thus translate roughly into organisation, organism, organiser. The all-or-none law of the quantum, which also applies to life and mind, is another indication that matter, life and mind may be but different stages or levels of the same activity in the world, which I have asso-

ciated with the pervading feature of whole making. Materialism has thus gone by the board, and the unintelligible trinity of common sense (matter, life, mind) has been transformed and put on the way to a new monism.

In the third place, the iron determination of the older science, so contrary to direct human experience, so destructive of the free activity of life and mind, as well as subversive of the moral responsibility of the individual, has also been materially recast. It was due to the Newtonian casual scheme which, as I have indicated, has been profoundly shaken by recent developments. Relativity reduces substance to configuration or patterns, while quantum physics, give definite indications in determinism in nature.

More Complex Organisation.

In any case life through the ages shows clearly a creative advance to ever more complex organisation, and even higher qualities, while mind is responsible for the creation of a whole realm of values. We are thus justified in stressing, along with natural necessity, an increasing measure of freedom and creativeness in the world, sufficient at least to account for organic evolution and for appearance of moral law and endeavour. This liberation of life and spirit from the iron rule of necessity is one of the greatest gains from the recent scientific advances.

Nature is not a closed physical circle, but has left the door open to the emergence of life and mind and the development of the human personality. It has, in its open flexible physical patterns, laid the foundation and established the environment for the coming of life and mind. The view, to which Huxley once gave such eloquent and poignant expression, on a dualism implanted in the heart of nature, of a deadly struggle between cosmic law and moral law, is no longer justified by the subsequent advances of science.

But, in the fourth place, another dualism on a wider reach has appeared, which makes the universe itself appear to be a house divided against itself. For while the stream of physical tendency throughout the universe is on the whole downward, the organic movement, on this planet at least, is upward, and life structures are on the whole becoming more complex throughout the course of organic evolution.

(To be concluded to-morrow.)

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

5-8 p.m.—European Programme of Victor Records.
5-5.31 p.m.—Operatic.
Faust—Soldiers' Chorus (Gounod).
Arthur Kruger's Band.
Cavalleria Rusticana—Selection (Puccini).
Pagliacci—Selection (Leoncavallo).
Traviata—Selection (Verdi).
Creator's Band.

5.31-6.01 p.m.—From the Studio

European Children's Programme.

6.01-6.59 p.m.—Variety.

Humorous Duet—

I Ate the Boloney!

Billy Murray and Monroe Silver.

Humorous Duet—

Down by the Gas House.

Allen Stanley and Billy Murray.

Instrumental—

Hilo—Hawaiian March.

Drowsy Waters—Kane's Hawaiians.

Chorus—

Happiness Boys Going Abroad.

Happiness Boys in London.

The Happiness Boys.

Piano Solo—

Love Me or Leave Me.

I've Got a Feeling I'm Falling.

Thomas Waller.

Song—

You Will Remember Vienna.

I Bring a Love Song.

Richard Crooks.

The Four Little Farms.

Sigfredo del Oro.

Humorous Dialogue—

Just a Couple of Good Guy's

Gone Wrong.

Well! Well! Well!

Harry Jans & Harold Whalen.

6.50-7.12 p.m.—Orchestral.

Soliloquy (Bloom).

When Day is Done (Katscher).

Paul Whiteman & His Concert

Orchestra.

The Beautiful Galatea—Overture

(Suppe) by Artek.

Berlin State Opera Orchestra.

7.12-8 p.m.—A Concert.

Piano Solo—

The Cuckoo (Daquin).

Fantasia in D Minor (Mozart).

Hans Barth.

Song—

Dixie (D. Emmett).

May Lewis (Soprano).

Violin Solo—

Lungi, Tostetykhu (Tone Poem)

(Meland).

Gamel Brprastat

(Wedding Tune from Hardanger).

Halvor Brathen.

Song—

The World is Waiting for the Sun-

rise (Lockhart & Selts).

Reinold Werrenrath, Baritone.

Trilo—

Down in the Forest

(Landon Ronald).

FLOOD RELIEF.

"Catholic Action" Fund Mounting.

The President of the "Catholic Action" of Hong Kong acknowledges with thanks the following subscriptions towards the above Fund, which have been forwarded to the Apostolic Delegate, Peking, at whose suggestion the Fund was opened. In addition to the amount recorded below, the sum of \$600 was raised by the pupils of the Canossian Institute (Italian Convent, Caine Road) and was forwarded separately by the Superior.

Little Flower Club	\$ 25
Anonymous	10
Wah Yan College	347.89
Mrs. Santos	50
St. Joseph's Church	65
St. Margaret Mary's Church	10
Rosary Church	100
J. Basto	10
Holy Spirit School	210
Anonymous	5
Anonymous	5
Anglo-French School, St.	
Paul's Institution and	
Hospital	520
St. Francis' School	80.50
Canossian Sisters	100
Ricci Hall	43
St. Anthony's Church	11.75
St. Joseph's College	1,011
Anonymous	6.80

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—Ain't That the Way It Goes? Fox Trot
CB328—Whistling in the Dark Fox Trot
—Just a Dancin' Sweetheart Waltz
CB329—Lights of Paris, 9/8 One Step
—Old Spanish Moon Tango Fox Trot
CB330—If You're Really and Truly in Love Fox Trot
—Would You Take Me Back Again? Waltz
CB331—I Wanna Sing About You Fox Trot
—Now You're in My Arms Fox Trot
CB332—Nina Rosa Fox Trot
—Serenade of Love Tango
CB333—Leave the Rest to Nature Fox Trot
—I'm So Used to You Now Fox Trot
CB334—Don Fabricio Tango Argentino
—An Old Spanish Tango Tango
With Spanish Vocal Chorus
With English Vocal Chorus
CB335—African Lament Serenade Fox Trot
—Lucerne Waltz
CB339—Let Love Take Care of You Fox Trot
—If I Could Turn Back the Clock Fox Trot
CB320—I Found You Fox Trot with Vocal Chorus
—The Belle of Barcelona One Step
CB321—In Old Madrid One Step
—In the Gloaming Waltz

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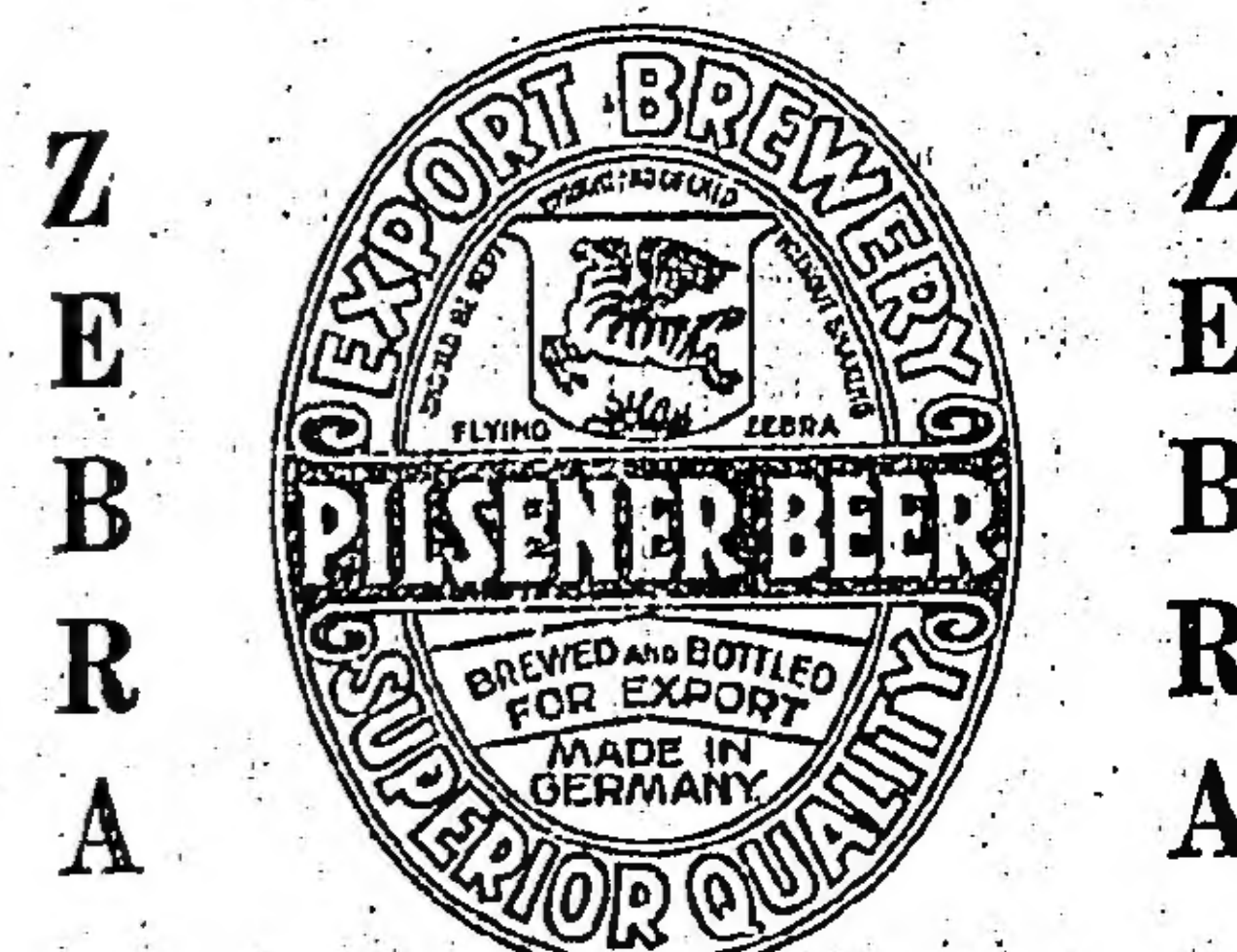
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Overland China Mail

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FOR

CLASSIFIED ADVERTISING

Twenty-five words three insertions prepaid \$1.50. Every additional word four cents for three insertions.

All replies under this heading must be called for.

TO LET.

TO LET.—Peak No. 26. Fully furnished four large rooms, one medium. Good garden, seven minutes from tram, from November 15, 1931, for 1 year, \$300.00.

TO LET.—Matched (No. 8) at Stanley. From November 20, 1931, to September 14, 1932. Apply Digby, 551, The Peak.

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

MISCELLANEOUS.

SHIRTS! SHIRTS! Messrs. Komor & Komor announce that the representative of Messrs. Toyoko Murakami, Shanghai will arrive about 30th inst. to take orders for one week only.

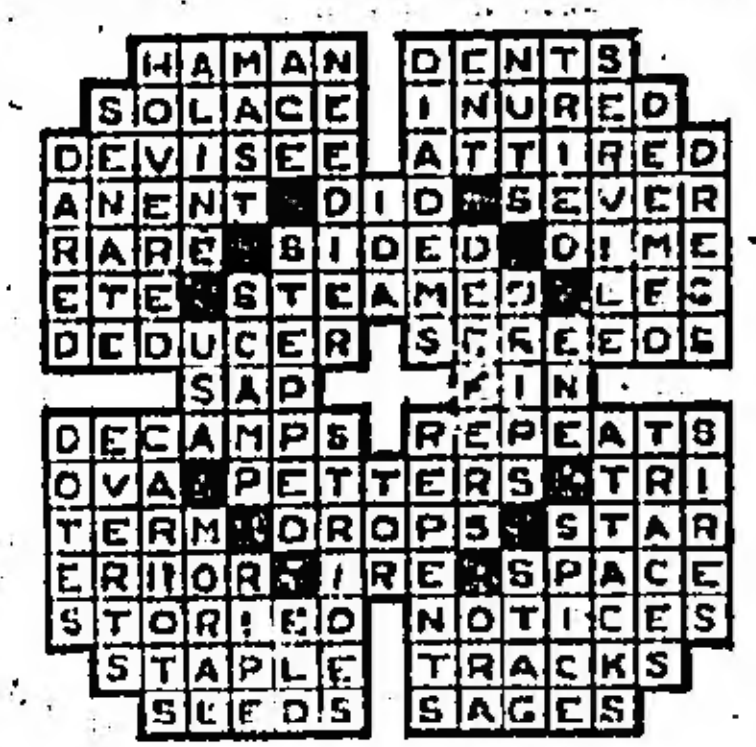
YOUR VISITING CARDS neatly and promptly printed.—"China" Mail Office, No. 3A, Wyndham St. Telephone 20022.

FOR SALE

FOR SALE.—1928 Studebaker Tourer—5 seater. Apply Digby, 551, The Peak.

"COASTWISE"—An interesting book of cartoons depicting "Happenings on the China Coast." Price \$1, on sale at the "China Mail" office, 3A, Wyndham Street.

YESTERDAY'S SOLUTION.



LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

TUESDAY, November 2, 1931, commencing at 10.30 a.m., at No. 3, Patell Villas, Hankow Road, Kowloon. A Quantity of VALUABLE HOUSEHOLD FURNITURE.

Comprising:—Teak Hatstand, Teak Dining Table, Dining Chairs, Dinner Wagon, Embroidered Pictures, Pictures, Curios, Ornaments, Mantel Clock, Crockery, Glass Ware, Electric Ceiling and Table Fans, Carpet, Carpet Runners, Curtains, Teak Ice Chest, etc.

Teak Bedsteads, Wardrobe with Bevelled Mirror Doors, Dressing Table, Chesterfield Chairs, Teak Desks, Chest of Drawers, Mirrors, Radiators, Geyser, etc.

also

A Quantity of BLACKWOOD FURNITURE

and

One Beautiful Taj Mahal Marble Model

One Enamel Bath

One Porcelain Wash Basin.

On View from Monday, November 2, 1931.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, October 27, 1931.

THE Undersigned have received instructions to sell by Public Auction

ON

WEDNESDAY, November 4, 1931, commencing at 10.30 a.m., at "Glenalee Hotel, No. 3, Glenalee. A Quantity of VALUABLE HOUSEHOLD FURNITURE

comprising:—Teak Hatstand, Chesterfield Couch and Chairs, Tables, Teak Cabinet, Bookcase, Pictures, Ornaments, Carpet, Electric Fans, etc. Teak Dining Table, Teak Tables, Chairs, Sideboard, Crockery, Glass Ware, Cutlery, Linen, etc. Teak and Iron Bedsteads, Teak Wardrobe, Chests of Drawers, Dining Tables, Blankets, Bed Linen, Curtains, etc.

and

A Quantity of BLACKWOOD FURNITURE.

On View from Tuesday, November 3, 1931.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, October 27, 1931.

CHILDREN'S FETE AND SALE OF WORK

to be held in

The Volunteer Headquarter Grounds,

by kind permission of Lt.-Colonel L. G. Bird, D.S.O. and Officers of the H.K.V.D.C.,

on

SATURDAY, October 31, 1931.

from

2.30 p.m. to 6 p.m.

SIDE SHOWS

Human Seal, Fish Pond, Aerial Railway, Bran Pies, Chute, Lucky Ring, Swings, Lighting the Candles, See-Saws, Miniature Rifle Range, Aunt Sally, Dart Throwing, Coconut Shies, Punch and Judy, Hoop la.

STALLS

Gold Fish Stall Work & Fancy Stalls

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Teas will be served from 4 to 5.30 p.m. Price per head 50 cents.

ENTRANCE FEES.

Children Members 10 cents

Children Non-Members 20 cents

Adults 50 cents

Sailors and Soldiers in Uniform 20 cents

Boy Scouts and Girl Guides in Uniform Free

In aid of local Children's Charities under the Auspices of the HONG KONG WOMEN'S GUILD & M.C.L.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 2nd day of November, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary No.	Locality	Boundary Measurements	Area in Acres	Annual Rental	Upset Price
70	296	552				
87	350	558				
103	307	637				
118	410	668				
129	444	709				
153	455	735				
163	483	758				
172	533	787				
230	541	776				
290	549	804				

As per plan plan. 26/10/30 478 20.08

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 2nd day of November, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land near Wong Nei Chong Gap, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale	Boundary No.	Locality	Boundary Measurements	Area in Acres	Annual Rental	Upset Price
70	296	552				
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103	307	637				
118	410	668				
129	444	709				
153	455	735				
163	483	758				
172	533	787				
230	541	776				
290	549	804				

As per plan plan. 31.2.0.30 50.00

HONG KONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN

that the following Debentures were drawn at the Pavilion on MONDAY, the 26th day of October, 1931:—

No. 70	No. 296	No. 552
87	350	558
103	307	637
118	410	668
129	444	709
153	455	735
163	483	758
172	533	787
230	541	776
290	549	804

Holders of drawn Debentures who desire to be paid on the 31st October, 1931, are requested to inform the Treasurer, Messrs. Percy Smith, S. & Fleming, on or before Friday, 30th October, 1931.

AND NOTICE is hereby given that Debentures numbered as above which are not cashed on the 31st October, 1931, will be paid on the 30th April, 1932, after which date they will cease to bear interest.

By Order of the Committee,
E. J. R. MITCHELL,
Hon. Secretary.
Hong Kong, 28th October, 1931.

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SPORTS NOTICES.

THE MACAO JOCKEY CLUB.

THE SECOND EXTRA RACE

(WEATHER PERMITTING) at Areia Preta, Macao, on SUNDAY, November 1, 1931, commencing at 1.30 p.m.

The first bell will be rung at 1 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed. No one without a Badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure at \$1 each are obtainable through the Secretary upon introduction by a member.

Members can obtain upon application to the Secretary Badges (limited to two) for the free admission to the Members' Enclosure of wives, Lady relatives and friends.

Tiffin and refreshments will be available in the Enclosure.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$0.40.

Children under the age of 15 years will not be permitted in either enclosure during the meeting.

No dogs will be permitted on the Race Course.

STEAMERS.

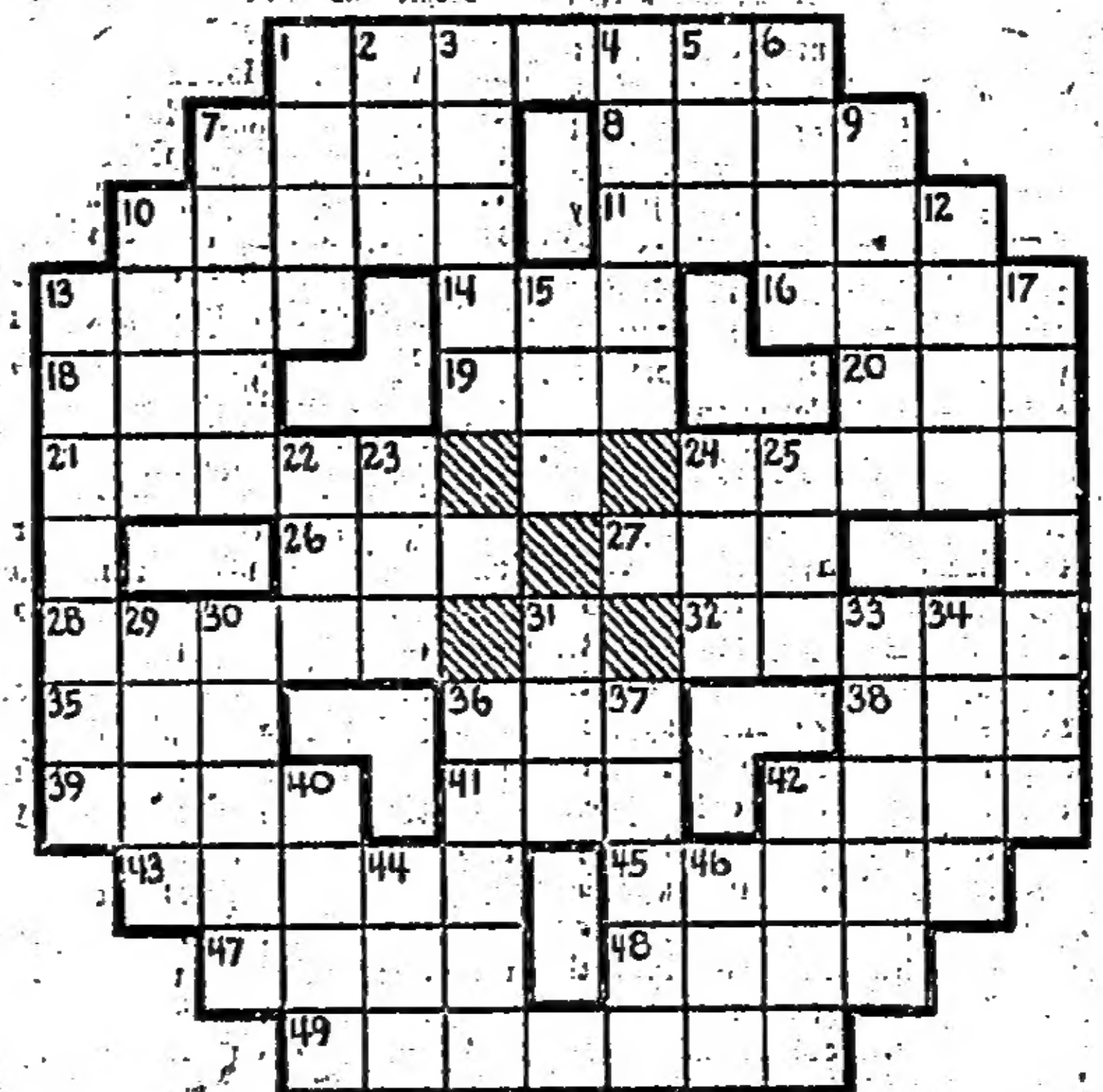
The s.s. Tai Shan will leave Hong Kong at 9 a.m. returning from Macao at 5.15 p.m.

By Order,
W. L. ALEXANDER,
Secretary.

Hong Kong, October 27, 1931.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Sharp
- 7-Feminine name
- 8-Direct
- 10-Plants
- 11-Penetrates
- 12-To hit with the open hand
- 14-Incites
- 16-Heavenly body
- 18-Edge
- 19-Dawn till dark
- 20-Time period
- 21-A reliquary
- 24-Dangerous woman
- 26-Atmosphere
- 27-Etruscan household god
- 28-Gains
- 32-Torment
- 38-River (Sp.)
- 39-Part of foot

HORIZONTAL (Cont.)

- 38-Prefix. By
- 39-Cane
- 41-Mistake
- 42-Kitchen utensil (pl.)
- 43-Guide
- 45-Active
- 47-Wither
- 48-Classify
- 49-Gift

VERTICAL (Cont.)

- 13-Persons whose trade is to lay slates
- 15-Silence by force
- 17-Rovers
- 22-Masculine name
- 23-Sister (short)
- 24-Perched
- 26-Anger
- 29-Small islands in inland waters
- 30-Underground parts of a plant
- 31-June-bug
- 33-Auslander
- 34-Depleted
- 36-Earth (Fr.)
- 37-Rubbish out
- 40-Chirp
- 42-Saucy
- 44-Organ of hearing
- 46-City of England (abbr.)

VERTICAL

- 1-Withhold
- 2-Terminate
- 3-Relieved
- 4-A meditative poem
- 5-Japanese coin
- 6-Make lace
- 7-Jumps
- 8-To restrain from acting
- 10-Slide
- 12-Choice

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 29th Oct. 1931.

Next Settlement Day, Tuesday, 24th November, 1931.

STOCK	Buyers	Sellers	Price	Dividend	Last dividend and when paid
Banks.					
Hong Kong Bank	1010			Dec.	Interim 2 1/2% for 1931 Aug. 10, 31
Chartered Bank		14		Dec.	Inter. 7 1/2% Sub. to 10% 1931 Sep. 8, 31
Mercantile Bk., Ltd.		18		Dec.	Inter. 7 1/2% Sub. to 10% 1931 Sep. 8, 31
Bank of Asia		184		Dec.	8% for 1930 Feb. 23, 31
Insurance.					
Canton Ins.	1500			Dec.	Div. \$100,000 for 1930 May 10, 31
Union Ins.		147 1/2		Dec.	Div. \$100,000 for 1930 May 10, 31
China Underwriters	6.30			Dec.	Div. \$100,000 for 1930 May 10, 31
China Fire Ins.		550		Dec.	Div. \$100,000 for 1930 May 10, 31
H. K. Fire Ins.	1450			Dec.	Div. \$100,000 for 1930 May 10, 31
Shipping.					
Douglas	24			Dec.	Last dividend for 1930 Mar. 4, 31
H. K. Steamships		46 1/2		Dec.	Div. \$100,000 for 1930 Jan. 10, 31
Indo-China (Pref.)		93		Dec.	Div. \$100,000 for 1930 Jan. 10, 31
(Def.)		17		Dec.	Div. \$100,000 for 1930 Jan. 10, 31
Shells Bearer		107 1/2		Dec.	Div. \$100,000 for 1930 Jan. 10, 31
Union Waterboats		93		Dec.	Div. \$100,000 for 1930 Jan. 10, 31
Mining.					
Renguts	13			Dec.	Div. \$100,000 for 1930 Sept. 30, 31
Kailas Mining Ad. s/		89 1/2		Dec.	Div. \$100,000 for 1930 Dec. 30, 31
Langkats (Single)		4.95		Dec.	Div. \$100,000 for 1930 May 5, 31
S'hai Exploration		2		Dec.	Div. \$100,000 for 1930 Feb. 6, 31
Loans		39		Dec.	Div. \$100,000 for 1930 Sept. 23, 31
Raubs		39		Dec.	Div. \$100,000 for 1930 Sept. 23, 31
Venezuela Gold Fields		2 1/2		Dec.	Div. \$100,000 for 1930 Sept. 23, 31
Docks, Wharves, Godowns, &c.					
H. K. & S. Wharves	164			Dec.	Div. \$100,000 for 1930 Mar. 15, 31
H. K. & S. Wharves		80		Dec.	Last dividend for 1930 Mar. 15, 31
South Ch. Motors (A)		10		Dec.	
(B)		12		Dec.	
China Provident (old)	3.85			Dec.	Div. \$100,000 for 1930 April 8, 31
(new)	2.40			Dec.	Div. \$100,000 for 1930 Oct. 2, 31
Hongkings		369		Dec.	Div. \$100,000 for 1930 Mar. 4, 31
H. K. Engineering		0.50		Dec.	Div. \$100,000 for 1930 July 22, 31
Shanghai Docks		109		Apr.	Div. \$100,000 for 1930 July 22, 31
Land, Hotels & Buildings.					
H. K. & S. Hls. (old)	15.05	16.		Dec.	Div. \$100,000 for 1930 Apr. 10, 31
(new)	15.15			Dec.	Div. \$100,000 for 1930 Aug. 12, 31
H.K. Lands	94	94 1/2		Dec.	Div. \$100,000 for 1930 July 30, 31
Shanghai Lands		37		Dec.	Div. \$100,000 for 1930 Feb. 24, 31
Humphreys (old)	18 1/2			Dec.	Div. \$100,000 for 1930 Sept. 1, 31
(new)	18 1/2			Dec.	Div. \$100,000 for 1930 July 22, 31
H. K. Realities		12.80		Dec.	Div. \$100,000 for 1930 July 22, 31
Chinese Estates		94		Feb.	Div. \$100,000 for 1930 July 22, 31
Cotton Mills.					
Ewo Cotton	16.40	16 1/2		Dec.	Div. \$100,000 for 1930 Mar. 15, 31
Shanghai Cotton		91		Dec.	Div. \$100,000 for 1930 May 17, 31</



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Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
* S.S. PILSNA (passenger boat)	Nov. 1	Nov. 22
* S.S. CARIGNANO (cargo boat)	Nov. 22	Nov. 28
* S.S. GANGE (passenger boat)	Nov. 10	Nov. 28
* S.S. VENEZIA-L (pass. & cargo boat)	Nov. 16	Dec. 20
* M.V. HILDA (cargo boat)	Dec. 14	Jan. 17
* S.S. CRACOVIA (passenger boat)	Dec. 15	Dec. 27

* Outward voyage to Shanghai only.
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sengers to reach London in 25 days in time for the Christmas
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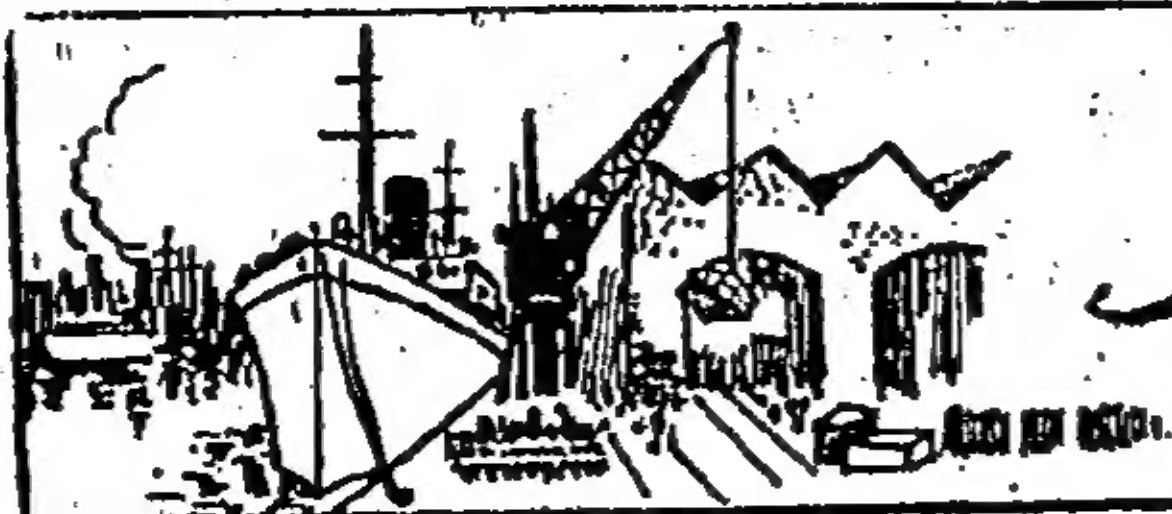
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Rio de Janeiro Maru	Thurs.,	5th Nov.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO, MARQUES, DURBAN, PORT ELIZA, BETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singa- pore & Colombo.	Arabia Maru	Wed.,	4th Nov.
BRISBANE, SYDNEY, MEL- BOURNE, AUCKLAND & WELLINGTON via Manila. JAPAN PORTS (Frequent Services).	Melbourne Maru	Fri.,	6th Nov.
LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	London Maru	Sun.,	8th Nov.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwansei Maru	Sat.,	12th Dec.
BOMBAY via Singapore, Penang & Colombo.	Celebes Maru	Tues.,	3rd Nov.
CALCUTTA via Singapore, Belawan, Deli & Rangoon.	Himalaya Maru	Sat.,	31st Oct.
HAIPHONG via Haiphong & Pekhai (Fortnightly).	Messido Maru	Thurs.,	12th Nov.
KEELUNG via Swatow & Amoy (3 p.m. every Sun- day).	Canton Maru	Sun.,	8th Nov.
JAPAN PORTS via Keelung & Amoy (Fortnightly).	Hosan Maru	Sun.,	15th Nov.
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs.,	5th Nov.

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Shipping Intelligence.

NEW METHODS FOR WAR AT SEA

"ROBOT" CONTROL OFFICER.

The Invisible Torpedo.

FOREIGN NAVIES' SECRETS.

The recent gunnery trials off Bognor, which resulted in the sinking of H.M.S. Emperor of India (since refloated), coupled with the explosion tests made on board her sister ship Marlborough, in Plymouth Sound in August, have attracted public attention.

As these experiments were confidential, it would be improper to give any details. It is, however, no secret that the last few years have witnessed extraordinary developments in the power of naval weapons, both in this country and abroad, writes Hector C. Bywater in the Daily Telegraph.

In this connection I am in a position to disclose certain facts which have no relation to recent Admiralty experiments; indeed, I may add that certain foreign Powers are spending much more money on naval armament research than this country.

Progress has been especially marked in the sphere of fire control. In one foreign navy a Robot "control officer" has been tested with remarkable results.

Masterless Fire Control.

This mechanism appears to function without human aid, though it scarcely need be said that the directing brain is not a mechanical one. Once set in motion, the apparatus estimates and records the range of an enemy ship at any distance up to eighteen miles, and it will do so as accurately in darkness or fog as in broad daylight!

Having found the range, the Robot continuously plots the target's speed and course, so that the guns can be kept constantly bearing upon it. As the guns themselves can be laid and fired by the apparatus, the human factor is entirely eliminated, or so any observer not in the secret would conclude.

This mysterious mechanism has proved so successful that it will probably be installed in all the major ships of a certain navy. Unlike many other systems of fire control, the Robot is virtually "fool-proof," save in respect of the master brain that represents the only sentient element.

Irresistible Shells.

Since Jutland the design and manufacture of naval projectiles have been revolutionised. To-day there are shells which no armour of practicable weight can keep out. The new projectiles will cleanly perforate the thickest plates, even when striking at an oblique angle. More remarkable still, they will penetrate the hull of a ship even if they fall some distance short, as, unlike the older type shell, they are not deflected on impact with the water.

The bursting charge of a modern armour-piercing shell is so power-

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All claims against the steamer must be presented to the Underwriter on or before the 15th November, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st October, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD. Agents.

Hong Kong, 28th October, 1931.

ful that its explosion inside a ship has all the effect of a mine. Ordnance experts declare that no battleship now afloat could withstand more than a few salvoes from heavy-calibre guns. The gun, in fact, has so completely beaten armour protection that the whole system of ship defence stands in urgent need of revision—or so it is claimed.

Incidentally, a modern Sin. shell, weighing from 250lb. to 280lb., is equal in range, accuracy, and destructive power to the 12in. 850lb. projectiles that were fired at Jutland!

Lighter and Better Guns.

Bore for bore, the new naval guns are very much lighter than those of the period, though their weight has been greatly reduced. Of all-steel design, built up by auto-fretting, they are wholly free from the tendency to droop at the muzzle which was a grave defect in the old wire-wound pattern. As a result, longer guns can now be used, thus increasing their range, velocity, and striking energy.

Mountings have been improved to permit of higher rates of fire. Present loading speeds with a heavy gun and mountings of the latest design may be gauged by the fact that while the first shell was hitting the target, the second would be half way there, and the third just leaving the muzzle.

Another novelty is the invisible torpedo. From primitive beginnings during the war, this weapon has now been developed to a high pitch of efficiency. Unlike the ordinary air-driven torpedo, it leaves absolutely no track, and thus gives no warning of its approach until the moment of explosion.

This torpedo, it is believed, will render submarine attack more dangerous than it has been hitherto, besides increasing the peril of torpedoes fired from other craft. While the air-driven torpedo may often be detected and evaded in time, it will be impossible to dodge the new type, which delivers its deadly blow without warning.

Shell from the Torpedo. Experiments have been made with yet another pattern of torpedo.

On hitting a ship below the water-line, instead of simply detonating its war head against the hull, it fires an explosive shell into the innermost vitals of the target, where the machinery or the magazines may be situated. A single blow of this kind might well destroy the mightiest battleship.

Naval mines and mine-sweeping methods have not escaped the march of progress. It is often stated that the paravane (which sweeps up a mine in the path of an oncoming ship and automatically severs the mooring cable, thus bringing the mine bobbing up to the surface, where it can be avoided or sunk by gunfire) has practically killed naval mining.

That, unfortunately, is not correct. Mines are now made which cannot be swept up by the paravane or any other form of sweep in general use. When the sweeping wire meets the mooring cable of one of these mines it passes through the cable without cutting it or disturbing the mine in any way. Consequently sweepers may traverse a large tract of sea without fishing up a single mine.

Although navies are decreasing in size their offensive powers are increasing. "Less weight but more sting" is the guiding principle of naval policy at home and abroad. While the British Navy is believed to be keeping abreast of progress, it is handicapped by the limited funds available for research.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Japan (from Vancouver via ports) is due here at 10 a.m. on October 30 (Friday), and will berth at Kowloon Wharf. She will sail for Manila on the same day at midnight.

The P. & O. s.s. Burdwan left Shanghai for this port on October 27 at 3.30 p.m., and is due here on October 30 at about 6 a.m.

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thence to Singapore, Batavia, Macassar, Sydney, Auckland, Suva, Pago Pago, arriving Honolulu December 11th, San Francisco December 16th.

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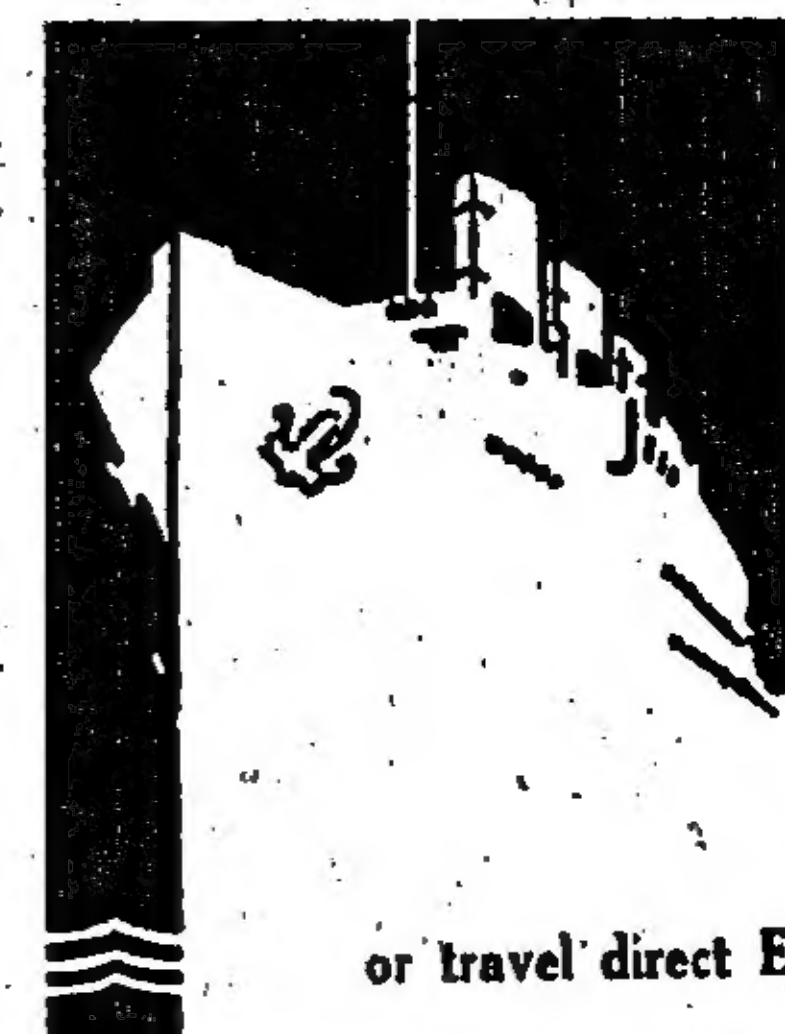
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Emp. of Japan	Nov. 7	Nov. 10	Nov. 24	Nov. 12	Nov. 14	Nov. 22	Nov. 22
Emp. of Asia	Nov. 20	Nov. 23	Nov. 24	Nov. 26	Nov. 28	Dec. 7	Dec. 7
Emp. of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 12	Dec. 30	Dec. 30
Emp. of Russia	Dec. 18	Dec. 21	Dec. 22	Dec. 24	Dec. 26	Jan. 4	Jan. 4
Emp. of Japan	1932	1932	1932	1932	1932	1932	1932
Emp. of Japan	Jan. 2	Jan. 5	Jan. 7	Jan. 9	Jan. 9	Jan. 17	Jan. 17
Emp. of Asia	Feb. 5	Feb. 8	Feb. 9	Feb. 11	Feb. 13	Feb. 22	Feb. 22
Emp. of Canada	Feb. 20	Feb. 23	Feb. 25	Feb. 27	Feb. 27	Mar. 6	Mar. 6
Emp. of Russia	Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 21	Mar. 21
Emp. of Japan	Mar. 15	Mar. 18	Mar. 20	Mar. 22	Mar. 22	Mar. 30	Mar. 30
Emp. of Asia	Mar. 25	Mar. 28	Mar. 29	Mar. 31	Mar. 31	Apr. 11	Apr. 11
Emp. of Canada	Apr. 9	Apr. 12	Apr. 14	Apr. 16	Apr. 16	Apr. 27	Apr. 27
Emp. of Russia	Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 30	May 9	May 9
Emp. of Japan	May 7	May 10	May 12	May 14	May 14	May 25	May 25
Emp. of Asia	May 20	May 23	May 24	May 26	May 28	June 4	June 10

Empress of Japan

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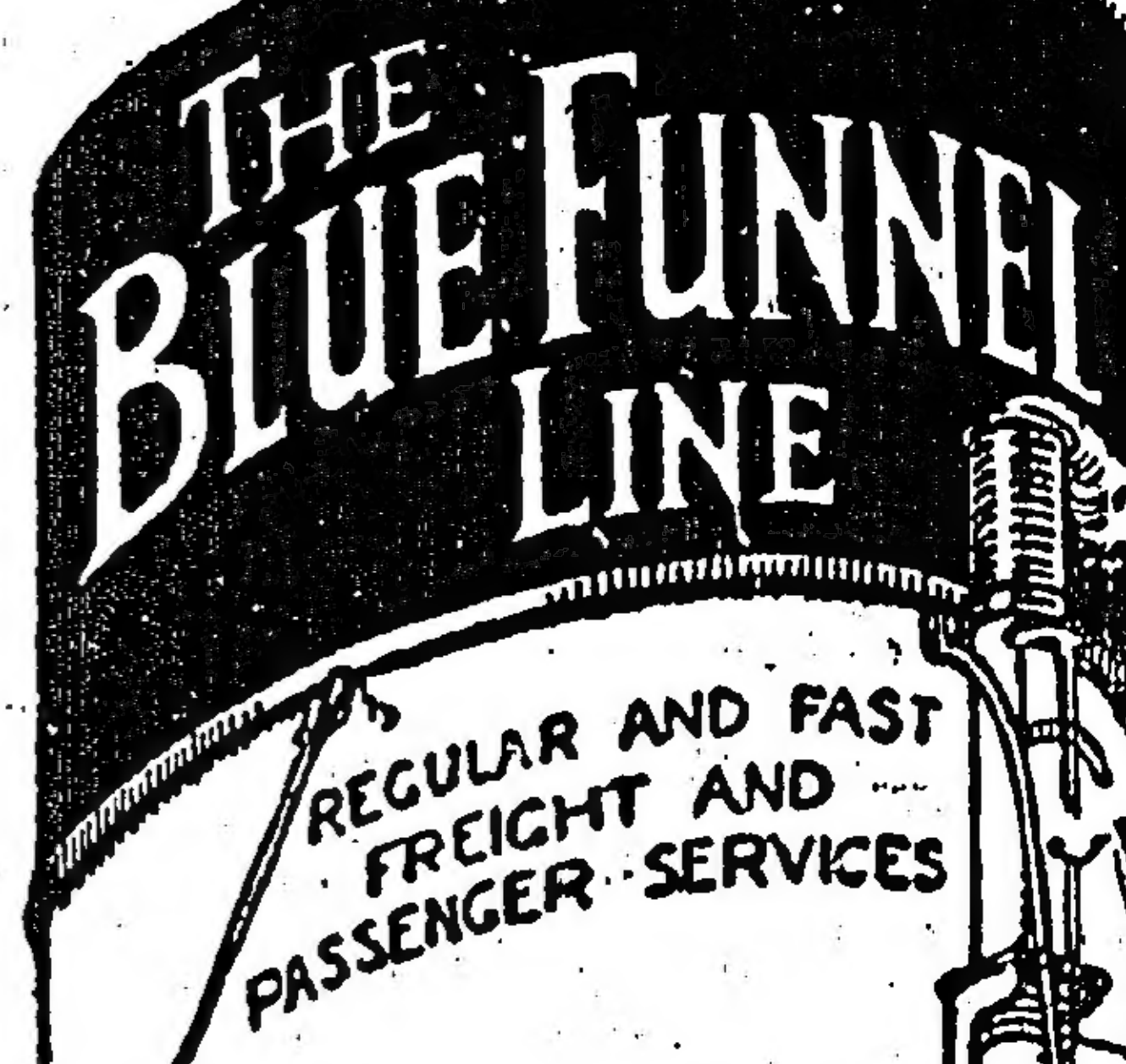
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"TROILUS" 3rd Nov. For Port Said, Liverpool, Havre, Rotterdam and Hamburg.

"NELEUS" 20th Nov. For Port Said, Liverpool and Havre.

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"GLAUCUS" 8th Nov. For Boston, New York, & Baltimore via Philippines and Singapore.

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S.S.	Tonn	From Hong Kong About	Destination.
*BURDWAN	6,500	31st Oct.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*ALIPORE	5,300	4th Nov.	Straits, Colombo, Bombay & Karachi.
NALDERA	10,000	7th Nov.	Bombay, Marseilles & London.
TEASHGAR	9,900	21st Nov.	Marseilles, London, Rotterdam, Ant- werp & Hull.
KAJPUTANA	17,000	5th Dec.	Marseilles & London.
*CORFU	15,000	19th Dec.	Marseilles & London.
*ISOMALI	8,800	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

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*SANTHIA	8,000	30th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Nov.	
TAKADA	7,000	26th Nov.	
SIRDHANA	8,000	10th Dec.	
TILAWA	10,000	24th Dec.	

* Calls Port Swettenham.

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NELLORE	7,000	31st Oct.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	2nd Dec.	& Melbourne.
NANKIN	7,000	2nd Jan.	

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SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tonn	1931.	Destination.
*KIDDERPORE	5,300	20th Oct.	Shanghai, Moji & Kobe.
TANDA	7,000	6th Nov.	S'hai, Moji, Kobe, Osaka & Yama.
TAKADA	7,000	6th Nov.	Amoy, S'hai, Moji, Kobe & Osaka.
KAJPUTANA	17,000	6th Nov.	Shanghai, Kobe & Yokohama.
*KHIVA	9,900	8th Nov.	Shanghai, Moji & Kobe.
*SOMALI	8,800	14th Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
*CORFU	15,000	20th Nov.	Shanghai, Kobe & Yokohama.
*KHYBER	9,000	28th Nov.	Shanghai & Kobe.
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	4th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	S'hai, Moji, Kobe, Osaka & Yama.
SANTHIA	8,000	18th Dec.	Amoy, Moji, Kobe & Osaka.
KARMALA	9,000	18th Dec.	Shanghai, Moji, Kobe & Yokohama.

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J. Munehire, Mr. K. Yoshikawa,
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Mrs. T. Takemura, Mrs. Y. Nikaido,
Mrs. S. Arikita, Mr. and Mrs. H. G.
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Mrs. M. Taguchi, Mrs. C. Kame-
yama, Mrs. T. Kino, Mrs. C. Eno,
Mrs. A. Sunabari, Mrs. Y. Kimura,
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Mrs. C. Maruyama, Mrs. K. Ino,
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mount, Mr. R. A. Pfaff, Mr. D. G.
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Wm. W. Howard, Mr. and Mrs. W.
C. Hartley, Mr. and Mrs. J. W.
Stephenson, Colonel and Mrs.
Pacaud, Mr. and Mrs. Erle S. Gar-
ner, Mr. and Mrs. Landgraf.

ARRIVALS OF SHIPS.

Tuesday, October 27.
Andre Lebon, French str., 7,375
tons, Capt. Sabiani, from Sal-
gon, Kowloon Wharf.—M. M.
& Co.

Glaucus, British str., 7,582 tons,
Capt. H. E. Beale, from Yoko-
hama Kowloon Bay.—B. & S.
Shelton, American str., 3,770 tons,
Capt. T. E. Frankerd, from
Shanghai, buoy No. A7.—States
S.S. Co.

Tsushima Maru, Japanese str.,
4,199 tons, Capt. N. Egawa,
from Singapore buoy No. A8.
—N.Y.K.

Wednesday, October 28.
Bengal Maru, Japanese str., 3,231
tons, Captain H. Kannanchi,
from Singapore, Kowloon
Wharf.—N.Y.K.

Canton, French str., 976 tons, Capt.
F. Morvah, from Haiphong,
buoy No. B11.—M. M. & Co.
Dorry, Chinese str., 1,083 tons,
Capt. J. Bruhn, from Hoihow,
buoy No. C3.—Chau Yue Teng.
Haukefjell, Norwegian str., 1,426
tons, Capt. S. Anderson, from
Canton, buoy No. B25.—Dod-
well & Co.

Hop Sang, British str., 1,359 tons,
Capt. P. R. Gay Cuming, from
Canton, buoy No. B1.—J. M. &
Co.

Hydrangea, British str., 561 tons,
Captain P. W. Grierson, from
Swatow, Chiu On Wharf.—
Chiu On S.S. Co.

Kamo, British str., 725 tons, Capt.
L. Beer, from Whampoa, Yau-
mat.—Williamson & Co.

Linan, British str., 1,356 tons, Capt.
J. Layton, from Canton, buoy
No. B9.—B. & S.

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Christmas Parcel Mail for Great Britain will be closed in the
General Post Office at 5 p.m. on November 6 per s.s. Nalderna.
This mail is due in London on December 11.

INWARD MAILS.

THURSDAY, OCTOBER 29.

Shanghai and Swatow Shantung

Amoy Santhia.

FRIDAY, OCTOBER 30.

Straits Kidderpore.

Europe via Negapatam (Letters only, Lon-
don, Oct. 1) Sui Sang

Japan and Shanghai Katori Maru

Shanghai Burdwan

Canada, U.S.A., Japan and Shanghai (Van-
couver, B.C., Oct. 10) Empress of Japan

OUTWARD MAILS.

THURSDAY, OCTOBER 29.

Shanghai and *Europe via Siberia Nanking 2.30 p.m.

Swatow Hydrangea 3 p.m.

Manila Malolo 3.30 p.m.

Amoy Tsinan 3.30 p.m.

Saigon Pong Tong 4.30 p.m.

Japan Bengal Maru 5 p.m.

FRIDAY, OCTOBER 30.

Fort Bayard Wing Lee 8.30 a.m.

*Straits and Calcutta Santhia

Parcels, Oct. 30, Noon

Letters, 1 p.m.

Hai Yang 1 p.m.

Canton 2.30 p.m.

*Superscribed correspondence only.

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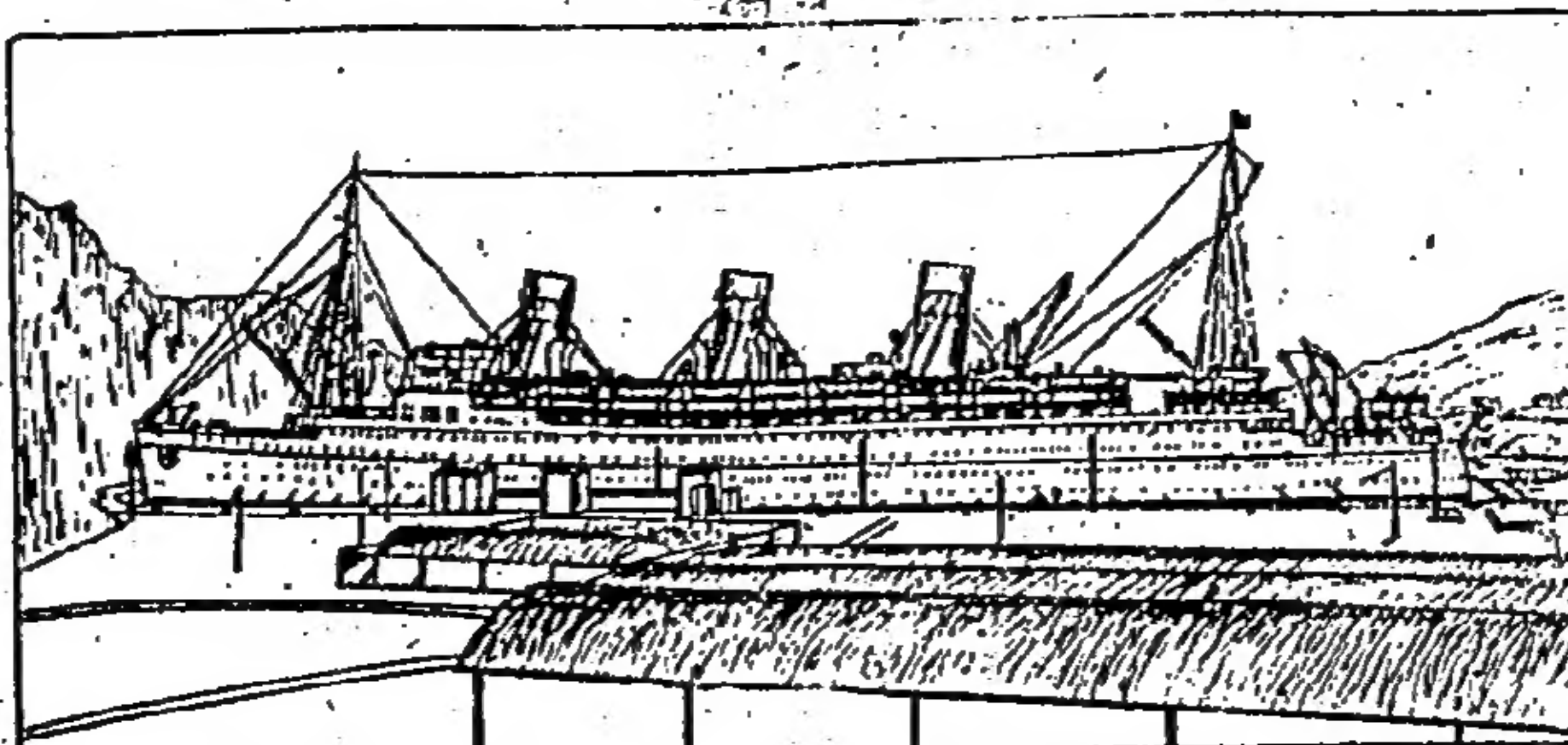
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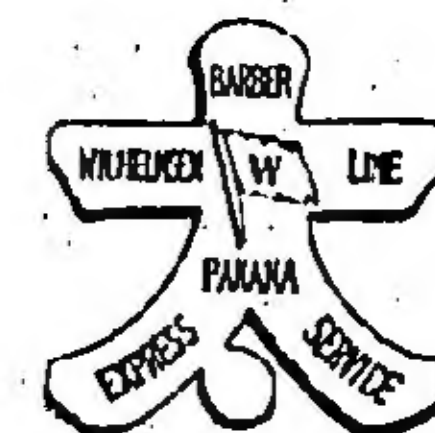
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MOTHER GIVES TESTIMONY IN GLADSTONE CASE

LATEST DEVELOPMENT.

"Husband's Place to Look After His Wife."

The hearing of the case in which Mrs. L. Gladstone is claiming maintenance from her husband, Mr. A. F. Gladstone, and the legal custody of the two children, was resumed before Mr. W. Schofield in the Central Magistracy yesterday afternoon.

Mr. E. S. C. Brooks is for the complainant, whilst Mr. Gladstone is represented by Mr. D. Brittain Evans.

Mrs. E. E. Field entered the witness box, from where she stated she was the mother of Mrs. Gladstone. Referring to an incident in the Peninsula Hotel at tiffin in June, 1929, witness, in reply to Mr. Brooks, said that there were present at the time, herself, her two daughters and Mr. and Mrs. Gladstone. A family quarrel arose between the latter two, with the result that Mrs. Gladstone threw a glass of water at her husband across the table.

A scuffle ensued, during which Mr. Gladstone struck his wife in the middle of the back sending her to the floor. They took her to a doctor who straightened her spine. Mrs. Gladstone, said witness, did not tell the doctor how she was injured stating that it was just "a fall."

Mr. Brooks—Who is looking after the children now?—As far as I know they are in a boarding house. I have not seen them for a long time.

Have you been allowed to see them?—No.

Have you wanted to see them?—If I am not allowed, why should I bother.

Replying to another question, Mrs. Field said that Mr. Gladstone had stated that they were not fit to see his children. Witness had sent presents to them at Christmas but they had been returned by Mr. Gladstone. Witness, replying further, said that her daughter (Mrs. Gladstone) had not been allowed to see the children.

Cross-examined by Mr. Evans, witness said she had been subpoenaed to attend Court. If she had not been she (witness) would not have bothered, adding: "Let them fight it out."

Mr. Evans.—But surely, Mrs. Field, you would have willingly come to see your daughter freed from a cruel monster?—No mother does. I will not put myself in any trouble if I am not wanted.

Have relations between your daughter, Mrs. Gladstone, and yourself always been very friendly?—Yes, but we have quarrelled now and again.

Any reason?—No.

Did you cause an advertisement to be put in the papers repudiating Mr. Gladstone of liabilities of your daughter's (Mrs. Gladstone's) debts?—No, not me—but my husband did.

Witness added that that was years ago before they were married, at the time when Mr. Glad-

stone used to come to the house just as a friend.

Mr. Evans.—It has been alleged in this case that your daughter was struck by her husband just before the birth of her second child.—I was not in Shanghai then. I came to Hong Kong after the first child was born in 1927.

Replying further, witness agreed that Mrs. Gladstone was subject to malaria.

Reverting to the Peninsula Hotel incident, witness said that Mr. Gladstone slapped his wife across the face, adding—"I did not stand there to count how many times. I did not separate them and none of us did anything."

What was the cause of these quarrels—the main reason?—We all have quarrels.

You don't agree with me that there is one main reason for their quarrels?—I don't know the reason. We all have quarrels over different things.

Do you remember that your daughter was infatuated with one Corporal Wall of the U.S. Marines in Shanghai? Witness replied that she had never heard of the man and that he had never been to the house.

Answering another question, witness denied that Mrs. Gladstone had a love affair with a Mr. Willgoss, stating that Mr. Willgoss, used to visit the house like Mr. Gladstone did, and they were all friends.

Mr. Evans asked witness if whether or not Mrs. Gladstone went out with one man more than another. Witness was in a quandary.

The Magistrate.—Had she any special boy-friend?—She did not live with me at my quarters at the hotel. How she is carrying on I don't know. I live in my own home.

Mr. Schofield.—Will you please keep quiet?

Mr. Evans.—Do you remember an incident on the Castle Peak Road, when your husband knocked down this boy-friend of your daughter?—I was in a closed car and I saw nothing.

Did you know as a fact that your husband did knock him down? Was there a fight?—There was no fight.

Mr. Evans repeated the question, and witness replied that none of them got out of the car or saw what happened.

The Magistrate.—Please stop this quibbling and tell us the story properly.

Mrs. Field then added—My husband saw a gentleman and my daughter (Mrs. Gladstone).

Mr. Evans.—And when he saw them he stopped the car?—That is all.

Are you quite sure that is not all what you want to tell me?—We stopped ahead after passing by. We were in a closed Ford car.

When your husband got out of the car he walked to the back of the car?—Yes.

And did you not look through the back window?—I did not see anything.

You don't know what your husband did when he got out of the car?—I don't know.

Did you ask your husband when he came back?—He told me he gave the man a lift under the jaw.

Is it not a fact that you and particularly your husband, objected to your daughter's associations with this man?—I never objected. It has nothing to do with me. She is a married woman and it is up to her husband to look after her.

Replying to another question by Mr. Evans, Mrs. Field said—"I don't look after their affairs. I don't follow them. I don't go to their rooms or to their homes."

Miss Florence Field, a sister of Mrs. Gladstone, gave corroborative evidence in regard to the Peninsula Hotel incident. She stated that she had not seen the children for a few months now and her mother had tried to give them clothing but her offers had been repeatedly refused.

Replying further, witness said that Mrs. Gladstone used to go mostly with the family, but not always, to the Y.M.C.A. dances in Shanghai. Asked if her sister (Mrs. Gladstone) was carrying on with Corporal Wall, witness replied that they all used to dance with the good dancers.

This closed the prosecution's case.

As a witness for the defence, Miss E. M. Field, also a sister of Mrs. Gladstone, said she knew her brother-in-law had objected to Mrs. Gladstone's associations with these Marines, which was perfectly natural, in witness's opinion. She believed the idea was that Mrs. Gladstone should give them up.

Replying to Mr. Evans, witness said she had never seen Mr. Gladstone strike his wife.

Has she ever complained to you that he has been cruel to her?—We never discussed anything like that.

Speaking of the Castle Peak Road incident, Miss Field said she wanted to get out of the car but they were detained and told not to interfere. She was so angry she did not look around to see what had happened.

Dr. E. W. Kirk, of China Building, was the next witness called. He said that he had been attending Mr. Gladstone's two children on three occasions since Spring of 1930. They were staying in Savarin house, and appeared to be normal, perfectly happy, comfortable, and not ill-nourished.

Mr. Charles Gray, manager of Savarin House, said that Mrs. Gladstone came and rented a room, and was later joined by her husband who came down from Shanghai in August, 1929. Mr. Gladstone paid the bills. He did not know exactly why they separated, but, as far as he knew, it was on account of somebody else.

Mrs. Gladstone, said witness, left her husband for four days in September last year, and at that time Mr. Gladstone had to go to Canton on business. During that time, to witness's knowledge, Mrs. Gladstone did not visit the children, who were left to the care of the ayah.

After further testimony, the hearing was adjourned to this afternoon.

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